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HONG KONG, SUNDAY, MAY 24, 1931.

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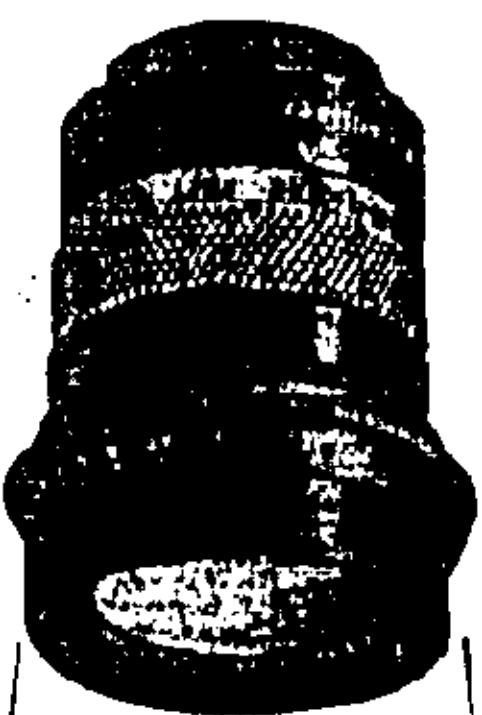
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WHY H.M.S. STERLING LEFT HONG KONG

ALLEGED "MYSTERY" DISPELLED

HEAVY FIGHTING IN HOI HOW ENDANGERS
LIVES OF BRITISH SUBJECTS.

OFFICIAL NAVAL ACCOUNT

(Sunday Herald Exclusive).

The alleged mystery concerning the departure of the British
destroyer, H.M.S. Sterling, from her base at Hong Kong on Friday
night has been dispelled.

A representative of the Sunday Herald was officially informed
by the local Naval authorities last night that H.M.S. Sterling was
despatched to Bias Bay to relieve the destroyer Somme on her
normal piracy patrol in those waters. It was stated that the sud-
den departure of H.M.S. Somme from Bias Bay was due to heavy
fighting at Hoihow, the northern coastal port of Hainan Island,
between Canton and Nanking factions.

The members of the small British colony resident at Hoihow
were, it is understood, evacuated by the s.s. King Yuan, owned by
Messrs. Butterfield and Swire, but were disembarked yesterday on
the temporary cessation of hostilities.

STORY OF THE DISTURBANCE

An official account of the de-
parture of H.M.S. Sterling from
Hong Kong on Friday night, which
hitherto had been a matter of
speculation to the general public,
was related to a representative of
the Sunday Herald last night.

It appears that as a result of in-
formation received here from Hoi-
how that fighting was in progress
between rival military factions in
the vicinity of that port, and that
the lives of the small number of
Europeans there might be in
danger, H.M.S. Somme was im-
mediately despatched from her
patrol base at Bias Bay to Hoihow.
The Somme arrived at Hoihow
at 10 o'clock yesterday morning and
reported that fighting had
been going on between rival
factions of troops and that the
European women and children had
been evacuated as a precautionary
measure by the s.s. King Yuan,
owned by Messrs. Butterfield and
Swire.

Women Disembarked.
It was stated that fighting had
ceased and that the women and chil-
dren were being disembarked at
Hoihow yesterday.

As regards the reports in certain
sections of the Press concerning the
"mysterious" departure of H.M.S.
Sterling from Hong Kong, this
vessel was sent out merely to relieve
H.M.S. Somme on the latter's
normal Bias Bay patrol.

References in certain sections of
the Press yesterday morning to the
"silence" of the Navy in regard to
the movements of the two cruisers
were very much deprecated by the
authorities, who at the time were
quite unable to supply any au-
thentic information on the matter.

The British Community.
So far as is known there is only
a very small foreign community re-
sident in Hoihow, consisting,
apart from an American Catholic
Mission, of the following:

The British Consul.
The Commissioner of Customs.
Mr. Frost, of the Asiatic Petro-
leum Co.

Mr. Cuthbert, agent for
Messrs. Butterfield & Swire.
It is believed that the wives and
families of certain of the above-
named residents are at present in
Hoihow, but details are lacking.
All are reported to be safe, and
there is no reason to fear that
hostilities will be resumed in the
vicinity. In any case, H.M.S.
Somme has received orders to
stand-by until further notice in
case of eventualities.

The Sunday Herald was informed
last night by Mr. T. H. R.
Shaw that Messrs. Butterfield and
Swire had received no information
of the disturbances in Hoihow, and
that they have no premises there.

Hoihow is the chief port of the
Island of Hainan, at the head of
an inlet in the middle of the
northern part of the island, situ-
ated about 400 miles from Hong
Kong.

Full Story of Fighting.
A full account of the fighting
reported to have broken out in
Hoihow was given to the Sunday

Herald last night by Mr. P. S. Lin,
Editor-in-Chief of the South China
Daily News, which is owned by
the famous political leader, Wang
Ching-wai.

It was stated that hostilities oc-
curred three days ago between the
Po On-dei troops and the Cantonese
forces.

The former have their headquar-
ters at Hainan and were organ-
ized by Chan Ming-shu, the former
Governor of Canton, who recently
fled to Japan. They are said to
be in favour of President Chiang
Kai-shek. Only one regiment was
stationed at Hoihow when the
trouble broke out.

Recently the Po On-dei "revolt-
ed" from the Leftist cause, a con-
tingent of Cantonese troops was
despatched to disarm them. The
aim of the present Cantonese au-
thorities, it is understood, is to
reorganise completely the Po On-
dei forces, if possible, without
bloodshed. It may be necessary
to despatch a gunboat from Can-
ton for this purpose, however.

General Chung Tsi-teng, com-
manding the eighth route, is now
in charge of the military forces at
Canton.

Drive On The North.

Heavy fighting is expected in the
vicinity of Kwangsi within the
next few days, when a drive may
be made on the North. Everything
depends on the arrival of Mr. Sun
Fo and Mr. Eugene Chen, who are
expected in Canton to-day from
Shanghai. Other important ar-
rivals expected to-day are Mr.
Wang Ching-wai and General Shu
Sung-chi, former Commander-in-
Chief of the Cantonese Army prior
to 1926.

It is confidently expected that
Mr. Eugene Chen will occupy the
post of Foreign Minister to the
provisional military government to
be established in Canton, with Mr.
Wang Ching-wai possibly as Mil-
itary Governor.

Fully Prepared.
Canton is fully prepared for
hostilities and has over 100,000
troops at its disposal, including
those of Kwangtung and Kwangsi.
Recently large purchases of bomb-
ing aeroplanes were made from the
Fokker and De Havilland Com-
panies.

The rumour that the overtures
of President Chiang Kai-shek to
"buy off" the Cantonese rebel
leaders might prove successful is
emphatically negated in Leftist
circles.

SELLING WHEAT.

Conference's Weighty Decision.

London, Yesterday.
The final plenary session of
the International Wheat Confer-
ence to-day decided to appoint a
committee to submit a proposal
to establish a clearing house for
information to explore avenues
of the greater utilisation of
wheat, and further to make pre-
parations to carry on the aims of
the Conference.—Reuter.

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS.

The Hong Kong Jockey Club's
sixth extra race meeting cash
sweeps held yesterday resulted as
follows:—

Race 1.		
No. 218 (tie)	\$578.70	
" 204	\$78.70	
" 243	\$128.60	

Race 2.		
No. 476	\$1,171.80	
" 421	\$354.80	
" 45	\$167.40	

Race 3.		
No. 281	\$1,302.00	
" 111	\$372.00	
" 410	\$186.00	

Race 4.		
No. 235	\$2,875	
" 241	\$820	
" 391	\$410	

Race 5.		
No. 127	\$1,671.60	
" 141	\$582.20	
" 460	\$358.20	

Race 6.		
No. 313	\$1,715.00	
" 131	\$490.00	
" 987	\$245.00	

Race 7.		
No. 170	\$1,909.60	
" 132	\$456.60	
" 375	\$272.80	

Race 8.		
No. 556	\$1,852.20	
" 453	\$529.20	
" 568	\$254.60	

Race 9.		
No. 608	\$1,768.20	
" 651	\$505.20	
" 85	\$252.60	

Race 10.		
No. 150	\$2,193.80	
" 248	\$626.80	
" 121	\$319.40	

NAVAL DOCKYARD.

Series of Interesting Presentations.

MORE "GOOD-BYES."

Messrs. C. E. Westcott, draughts-
man, Royal Naval Dockyard, and
Mr. J. F. G. Richards, clerk, left
yesterday by the P. & O. steamer
Comorin for the Devonport and
Portsmouth yards, respectively.
Mr. Westcott is accompanied by
his wife and two children.

On the eve of their departure
an interesting ceremony was en-
acted in the Dockyard Recreation
Club, Mr. W. Bickford being in the
chair.

Mr. S. R. Ticknor, R.E.N.C.,
Chief Constructor, presented Mr.
Westcott, on behalf of the staff,
with a silver rose bowl on leaving
after three years' service. Mr.
H. J. S. Scull, Civil Secretary to
the Commodore, presented Mr.
Richards with a gold watch on
leaving after four years' service.

Seven Years' Work.
On behalf of the staff side of
the District Whitley Council Mr.
Bickford was presented by Mr. H.
White, Foreman of the Electrical
Department, with a clock and two
valuable books of reference in
recognition of seven years' ser-
vice as Chairman of the local Com-
mittee; and Mr. Westcott was pre-
sented with a standard lamp for
his services in connection with the
visit of the Government Commis-
sion (Admiralty) in connection
with the cost of living in Hong
Kong.

Messrs. Westcott, Bickford, and
Richards suitably responded.

During the course of the even-
ing a musical programme was ren-
dered. Mr. Longyear, who presid-
ed at the piano, gave selections
and Messrs. Bailey, Crabbe and
Turner sang songs.

The proceedings closed with the
singing of "Auld Lang Syne" and
the National Anthem.

MONGOLIAN STAG PAYS OVER \$300

MR. A. W. DA ROZA IN FORM

BOXING EVE'S REMARKABLE VICTORY.

"BOB" CHARLES ON HIS METTLE

Yesterday's racing at the Sixth Extra Meeting was truly re-
markable. Mr. A. W. da Roza, who has had rather a bad spell
recently, came back to form with a vengeance, and after bringing
in Tay (now his own pony) to get second place in the Sub-Griffins
Summer Handicap, to pay \$56.90, went on to dead heat for second
place on Movanager in the Second Division event, (\$48.20), and
to crown all, to win on Mongolian Stag in the very next event to
pay over \$300.

As if this had not been enough thrills for one day, Mr. Charles,
on Boxing Eve, riding ten pounds overweight, and obviously feel-
ing the strain, rode what interested spectators thought was the run
of his life to stall off very strong opposition in Sitting Bull and
Wisdom Star.

Mr. Charles, always a heavy rider, nursed his "pet" pony (this
in his own expression), in beautiful manner up to the mile post,
and then went out to "do or die." He "did" and although supported
on his pony when it came to weigh in, is not dead yet—nor likely
to be! He received a great ovation when returning to the scales.

A THRILL TO START WITH

Affairs started with a big
bang when Mr. Heard, coming
with a typical rush down the
straight in the first race, dead-
heated for premier honours with
Little Beaver. This was a real
thrill, and to make matters more
satisfactory, dividends panned
out O.K., the Beaver paying over
\$31, and Mr. Heard's mount a
little over \$15.

In the next race Mr. Frost
started a sequence of success
that gave him four winners and
a third during the day. The
Aggregate Stakes, which he won
in the easiest manner imagin-
able on Apollo, was noticeable for
the way old Tiger, ridden by Mr.
Harriman, who surely must get a
lucky break some day, plugged
along in the wake of the sprint
champion. Of course, Apollo was
much too good, and the public
seemed to know exactly what
was going to happen in this race,
judging by the pari-mutuel
turn-up.

Mr. A. W. da Rosa was not
allowed to make all the records
in the way of pay-outs during
the afternoon, as Mr. I. M.
Stewart, on Agate, gave away
nine pounds to Movanager, and
managed to dead-heat, with the
result that friends collected over
\$64.

Mongolian Stag obliged next,
and after Mr. Charles had done
his stuff on Boxing Eve, an old
friend named Mike came along to
take the eighth event.

The Australian race, for non-
winners, brought sorrow, one
imagines, to Talpo, but Mr.
Proulx was not to be denied on
Moon Star. Caulfield ran in
steadily-improving form, and
grabbed off second place. Mr.
Heard took third place, but one
thinks on yesterday's showing,
is not riding in quite his old-time
style, although possibly still the
best judge of distance in the
Colony.

Orlando, who was confidently
backed for the June Handicap,
Third Division, with Mr. Frost
up, absolutely let his rider down,
and cannot be considered on this
form over a mile and a quarter.
A mile would suit it better, ap-
parently, if allowed its own pace.
Once again thanks are due to
the handicappers for a great
day's racing, which kept ardent
followers "on their toes" from
start to finish.

RESULTS.

1.—Griffins Summer Handicap:
First Division: One Mile.—For
China Ponies, Griffins of this
Season which have started at
least twice. Top weight not to
exceed 161 lb. Entrance Fee \$5.
1st Prize: \$500. 2nd Prize:
\$300. 3rd Prize: \$200.
L. Dunbar's Fortune Bay 161
lb. (Mr. Heard) 1*

Mrs. Dunbar's Little Beaver
143 lb. (Mr. Proulx) 1*
L.T.F.'s Gold Key 147 lb. (Mr. Harriman) 3
Also ran: Fritillery 150 lb. (Mr.
G. U. da Rosa); Holly Leaf 144 lb.
(Mr. S. Y. Liang); Mindoro 133 lb.
(Mr. Y. T. Fung); Nippy 133 lb.
(Mr. Ip Kuei-ying); Wonderful Stag
154 lb. (Mr. Frost).

* Dead heat; 3/4 lengths.
Time: 2 mins. 02 secs.
Pari-mutuel: Winner \$15.80 and
\$31.60; Places, 1st \$25 and \$18;
2nd \$14.40.

Winner Places
Wonderful Stag 1,350 2,391
Fortune Bay 407 361
Gold Key 346 499
Nippy 276 624
Little Beaver 165 235
Fritillery 25 86
Mindoro 24 73
Holly Leaf 9 89

Little Beaver took command
very shortly after the start, with
Gold Key and Fritillery (the lat-
ter running very awkwardly) in
attendance. Wonderful Stag was
confidently expected to make a
showing, but never showed its
real form throughout the race.
Mr. Proulx kept his lead until
coming into the straight, when
both Gold Key and Fortune Bay
challenged. It seemed as if Little
Beaver would just do it, but Mr.
Heard came along with a typical
rush from the distance, and it
looked from the Press box as if
he won in the last few strides.
The judges, however, gave it a
dead heat, which shows the value
of being right in line with the
ponies at the finish.

2.—Griffins Summer Handicap:
Second Division: One Mile.—For
China Ponies, Griffins of this
Season which have started at
least twice. Top weight not to
exceed 161 lb. Entrance Fee \$5.
1st Prize: \$450. 2nd Prize:
\$250. 3rd Prize: \$150.

Hall & Shenton's The Plover
150 lb. (Mr. Frost) 1
M.I.L.L.'s Sanction 161 lb. (Mr. Heard) 2
L.T.F.'s Paul Pry 153 lb. (Mr. Harriman) 3

Also ran: Bronze Eyes 150 lb.
(Dr. S. To Wong); Jadestone 133
lb. (Mr. Y. T. Fung); Silver Key
140 lb. (Mr. Ip Kuei-ying); Thun-
derous Stag 148 lb. (Mr. Proulx);
Wise Stag 155 lb. (Mr. Soares).
Won by many lengths; a length.
Time: 2 mins. 06.1/5 secs.
Pari-mutuel: Winner \$25.90;
Places, 1st \$8.00; 2nd \$5.90; 3rd
\$5.90.

Winner Places
Sanction 921 1,478
Paul Pry 822 1,456
The Plover 400 696
Wise Stag 424 811
Silver Key 60 155
Thunderous Stag 57 155
Bronze Eyes 51 84
Jadestone 21 87
(Continued on Page 5.)

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The Secret Journal of Charles J. MACONECHY
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The Feather C. M. MATTHEWS
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Virginia O'Dare E. YORK MILLER
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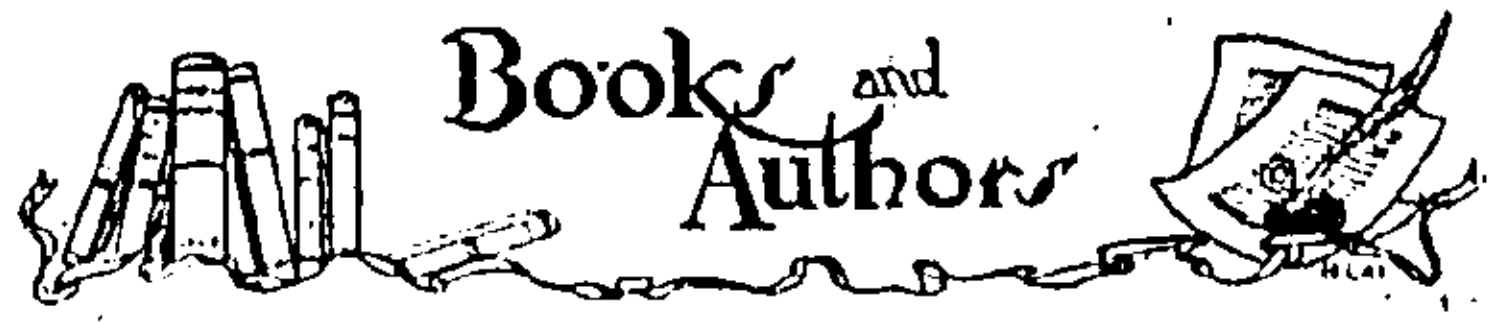
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ADVENTURE IN THE SOUTH SEAS.

Days of Romance Not Yet Ended.

["The Pacific," by Stanley Rogers; Illustrated by the Author.]
["My Greatest Adventure. Searching for Private Treasure in Cocos Island," by Malcolm Campbell. Illustrated.]

That the days of romance and adventure on the Pacific Ocean are not at an end is affirmed by Mr. Stanley Rogers in a general survey, and illustrated by Sir Malcolm Campbell by particular example. "The Pacific" of the first-named writer is a companion volume to "The Atlantic" in which, and in other books he has drawn freely and largely from his knowledge of the sea and of ships, including his own experiences on salt water, in "windjammers" and other craft. In the great ocean that interposes between Asia and Australia and America he has a wider field and not less intimate acquaintance with his subject, seeing that, writing from Vapping in 1920, he can recall South Sea voyages when he was a boy in the late 'nineties. But most of his information is drawn from books and from talks with men who have visited every corner of the Pacific; and he has plenty to tell of Pacific navigators and privateers, of Pacific trade and merchant shipping, of Pacific adventures and shipwrecks, of pirates and treasure seekers, whalers and beach-combers. He has chapters on Pacific literature and on the lingua franca that passes current throughout the great ocean, "beche-de-mer." On the other hand, his drawings, including those in colour, of ships and of island scenes and characters are all from his own clever and accomplished hand.

Among these tales of adventure he does not omit mention and depiction of Cocos, although it is of "the small dust in the balance" of Pacific lands, lying as it does some hundreds of miles off the coast of Panama and of Costa Rica (to which it belongs); for, small as it is—four miles by three—it has a magnet that has drawn more treasure-hunters to its shores than perhaps any other spot in the round earth. It drew Sir Malcolm Campbell in days before he had won title and renown as a breaker of motor-records. In a lively narrative he relates the story of his "greatest adventure," in quest of the "pirate treasure," which, along with a still richer hoard believed to be hidden somewhere in the rugged and jungle-covered soil of Cocos by a later set of miscreants—in fact, little more than a century ago—after murdering a company of monks and nuns, with the gold of the Incas in their possession, who had taken flight from Lima to escape from Bolivian revolutionaries. They fell into worse hands when they committed themselves to the tender mercies of Captain Thompson—and to say, a Scotsman—whose inadequate punishment was that he was never able to discover the apella for which he had committed wholesale massacre. Persistent ill-luck seems to attend efforts to discover the secret of Cocos; and such was the experience of the author and his friends on the yacht that landed them in Wafer Bay and Chatham Bay. But he seems to retain his belief in the existence of the treasure, and means to have another trial.

"MOTOR ELECTRICAL MANUAL."

The new and fifth edition of this practical handbook has been introduced and many new illustrations added to bring it up to date. It is written in simple language to meet the demand of owner-drivers for complete practical information on present-day car electrical equipment.

MYSTERY CLEARED.

Caxton Books Sold for £20,000.

A mystery regarding the disappearance of Caxton books from York Minster Library has been cleared up by the Dean of York, Dr. L. G. B. Ford. The books were sold more than a year ago for £20,000. In a statement following what is described as an "extraordinary report" concerning "the mysterious disappearance" of certain volumes from the Minster Library, the Dean says he "thinks it right to state the facts of the case." These, he says, are that more than a year ago the Dean and Chapter were confronted with the necessity of providing for urgent repair work upon the fabric of the Minster and, convinced that it was impossible to raise the funds required by further public appeals, were obliged to consider the expediency of parting with a few of the valuable books in the Chapter Library. Before taking action "they consulted some of the highest legal and archaeological authorities, and ascertained that 'the library books must be regarded as part of the corporate property of the Chapter.' After saying that the 'need of the Minster seemed to justify the step,' the Dean adds: 'The Dean and Chapter, in full assembly, decided to part with some books, including five Caxton volumes which had high marketable value, but only a bibliophile interest and no intimate association with the life or work of the Cathedral or diocese. The sum of £20,000 was paid for the books.'

There are 16 chapters dealing with electrical principles, magnets of various types, coil and battery ignition, sparking plugs, dynamo, accumulators, types of electric bulbs, switchboxes, cut-outs, junction box, ammeter, wiring systems, electric starters, electric horns, auxiliary electrical devices, etc. The book is profusely illustrated.

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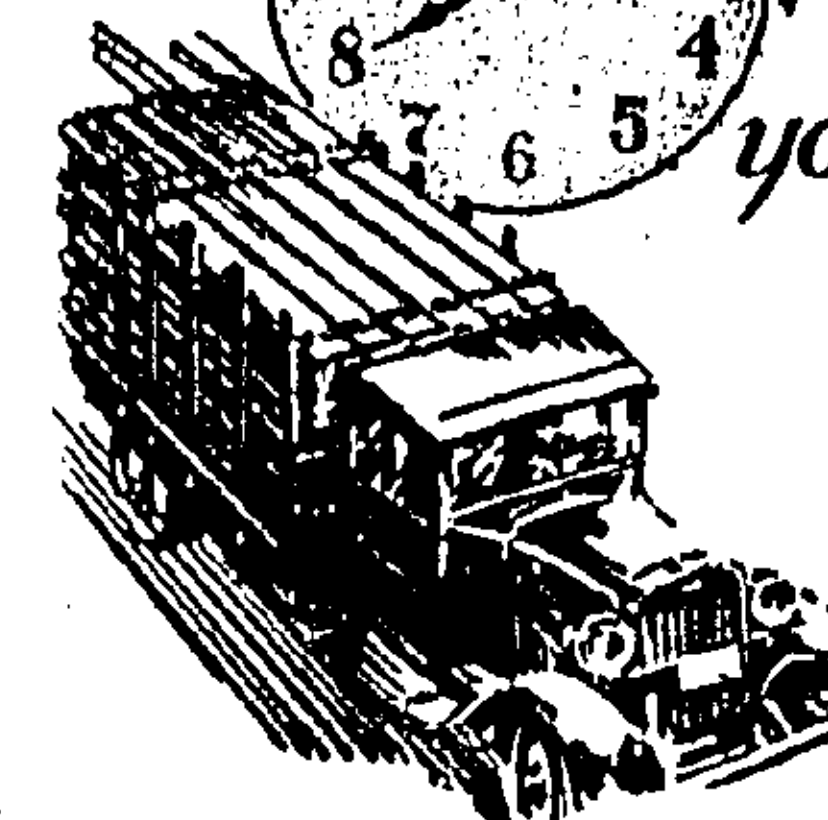


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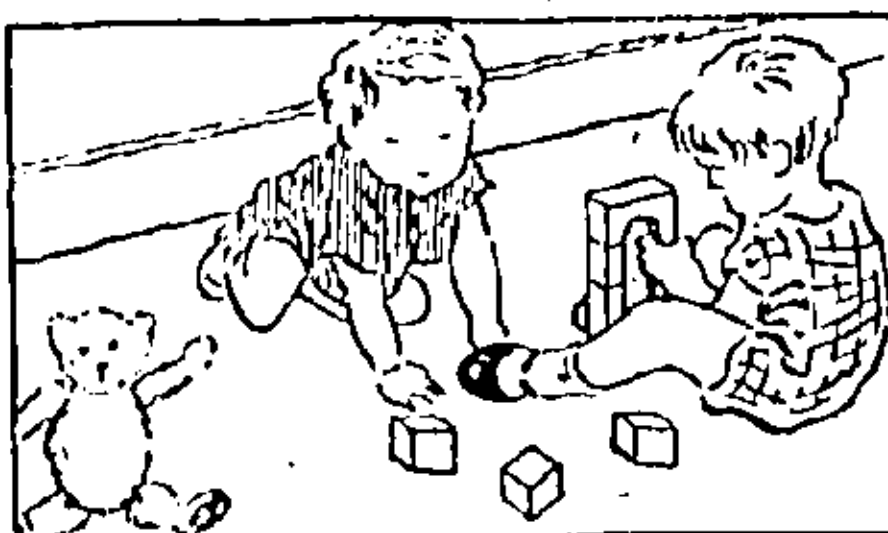
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CHILDREN'S CORNER

FROM PIRATES' LAIR.

When bold, bad buccaneers roved the Spanish Main, the island of New Providence, in the Bahamas Group, was a nest of pirates. The task of driving out the sea rovers was entrusted to one, Captain Woodes Rogers, himself a famous filibuster, and well-acquainted to handling lawless men.

One of the first victims of his ruthless campaign for the suppression of piracy was the infamous pirate, Blackbeard. He was hanged, together with a number of his company, whilst more than a thousand of the buccaneers surrendered to the Royal pardon. The event is commemorated in the motto of the colony: "Expulsi Piratis—Restituta Commercium."

The approach to one of the forts, Fort Finest, erected on New Providence as a defence against piratical raids, is seen in the picturesque design of certain stamps of the colony, both current and obsolete. It consists of a long flight of steps hewn out of the solid rock to enable troops to pass secretly between the fort and the harbour of Nassau.

From this former pirates' lair has come a particular set of stamps in celebration of the three hundredth anniversary of the first British settlement. The design incorporates an impression of the seal of the colony, showing a group of 16th century sailing ships, with the motto already referred to, and the dates, "1629," "1729," and "1929."

THROUGH A TABLE.

This trick never fails to mystify people who do not know the secret. Seated at a table, with your friends in front of you, place a tumbler upright beneath the table-cloth, and cover it with a newspaper. Then tell your friends you are going to pass the tumbler right through the table.

Press the newspaper firmly all round the glass until it takes the shape of the glass. Gradually appearing to be still smoothing the paper down the sides of the glass slide the glass towards you and let it drop into your lap. The newspaper still retains its shape. Quite suddenly flatten the paper with a bang, and let the glass drop on the floor. Your friends will be surprised to see the glass under the table.

OUR LIVES.

Our lives are like unto waves
That, rising unnoticed from the sea,
Ride o'er its bosom
With countless other waves,
Each one straining to outshine the other
In size and splendour,
Forgetful all the while about the sea.
The mighty sea that gave them birth;
Until, remembering her when bearing down upon
Some rock, they hurl a hurried prayer to her
And, breaking on the jagged base,
They trickle down to mingle with the foaming waters,
Leaving—the Sea.

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Picture Trick.

In your spare time get a sheet of thick brown paper and cut some pictures out of a comic—for instance, "Ginger Meggs." When you have done this, hold the brown paper near the fire until it gets scorching hot; then rub it briskly with a brush; now hold it over your pictures, and you will find that they jump about in the air, and perform all sorts of tricks.

BOY SCOUTS AND GIRL GUIDES' Own Corner in the CHINA MAIL Every Saturday.

RAINBOW'S END.

At the foot of the rainbow, I found a dream,
A shy little dream, a sweet little dream;
It brought me flowers and ferns from the downs,
And leaves of russets and golden-browns.
It brought me joy and peace and love,
In whispers soft as a woodland dove—
My shy little dream, my sweet little dream.

At the foot of the rainbow I found a dream,
A proud little dream, a high little dream.
It carried me over the rivers in flood
And lifted me far above life's mud;
It sought for and found a crown for my hair,
And helped me to climb to the top of life's stair—
My proud little dream, my high little dream.

At the foot of the rainbow I found a dream,
A dear little dream, a wise little dream.
It taught me to laugh and run and sing,
To follow the birds with their widespread wing;
To look for the noblest and then most wise,
And to keep my gaze ever on the skies—
That dear little dream, that wise little dream.

Poetry.

I have sung of the wind and the flowers, of the sky and the open road;
As have others before;
Of my Lady Fate and the fight of romance and adventure's call.
Like a gay troubadour.
And they said: "Like the water-fall's spray, and the song of a falling rill—
Just, pretty, no more!"
So I wrote a sentence in lines, without Reason or Rhyme or Metre.
And they said: "What strength! What originality!"
But it was not Poetry.

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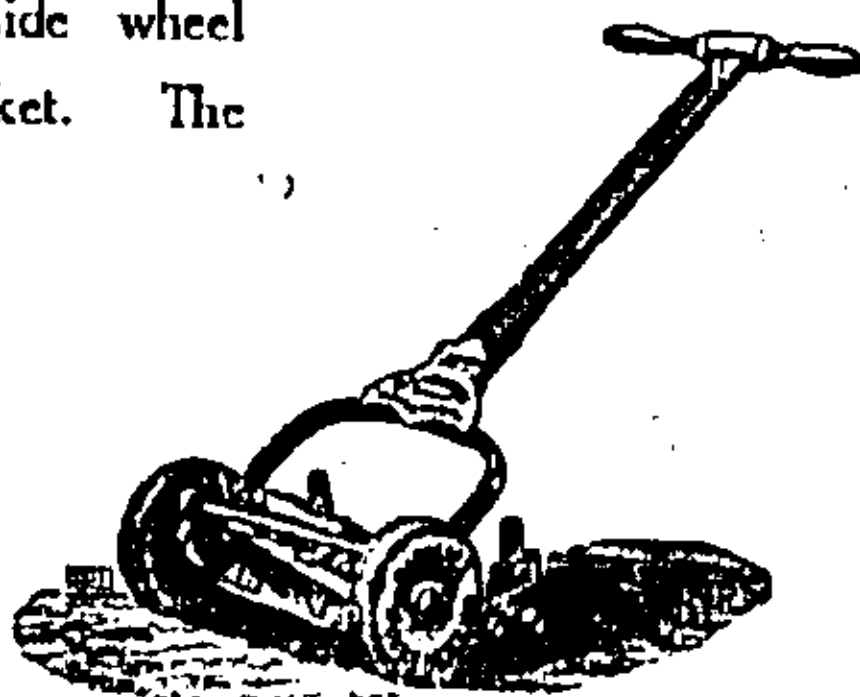
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LAWN BOWLS

C.C.C. and K.C.C. Still on Top.

C.S.C.C. DOUBLE.

K.C.C. Leaders of Second Division.

A full programme of lawn bowls was played yesterday. The C.C.C. and the K.C.C. remain at the head of Division I, whilst the top position in Division II is held by the K.C.C. The Club de Recreio failed to hold the C.C.C. at Happy Valley, whilst the Police lost their third successive match, the margin in favour of the K.C.C. being 17 shots.

Talkoo scored their first win of the season, their victims being the K.B.G.C., whilst an exciting finish at Kowloon Dock saw the Civil Service secure a triumph by three shots.

In Division II, the Civil Service had another exciting win—this time by one shot against the Electric Co.

The K.C.C. defeated the Yacht Club, Club de Recreio proved too good for the C.C.C., and the K.B.G.C. defeated Talkoo.

League I.

C.C.C. v. RECREIO.

At Happy Valley, the Craigengower C.C. defeated the Club de Recreio by 21 shots.

Scores:—

Craigengower. Recreio.

G. L. Buchanan E. L. Barros

A. A. Razack P. A. Yvanovich

W. T. Brightman L. A. Gutierrez

E. el Arculli C. E. Marques

P. J. Neves A. S. Gomes

M. O'Brien R. R. Roberts

L. E. Lammert L. C. R. Souza

C. S. Rossetti R. F. Luz

A. E. Coates Dr. R. A. C.

W. Gill A. H. Basto

M. A. R. Sousa C. A. Lopes

U. M. Omar C. G. Silva

(Skip) ...30 (Skip) ...12

66 48

POLICE R.C. v. K.C.C.

At Happy Valley, the Police R.C. lost to the Kowloon C.C. by 17 shots.

Scores:—

Police R.C. Kowloon C.C.

J. Kirby E. C. Fincher

E. Gooding J. A. Howe

W. McHardy J. Hyde

J. C. West A. E. Silkstone

(Skip) ...13 (Skip) ...33

T. Daly H. Hampton

L. K. George C. J. Tacchi

J. Oram A. Hyde Lay

A. J. Johnson J. Fraser

Carey J. Goodwin

A. Reynolds H. Overy

F. E. E. Booker J. C. Lyal

W. Mair J. Gibson

(Skip) ...25 (Skip) ...15

56 73

TAIKOO v. K.B.G.C.

On their own ground, the Taidoo R.C. defeated the Kowloon B.G.C. by 13 shots.

Scores:—

Taidoo R.C. Bowling Green.

J. Chapman R. S. Nichol

J. Sloan T. S. W. West

W. Weir G. E. Roynance

J. Ferguson D. F. Warren

(Skip) ...26 (Skip) ...18

G. McLeod T. F. Chambers

S. Amery L. F. Ferguson

J. Russell E. W. L. Hogbin

R. Wallace L. Guy

(Skip) ...25 (Skip) ...17

T. Stainton J. Rodger

J. C. Polson G. Sherriff

T. Young H. Nish

N. Drummond W. Russell

(Skip) ...19 (Skip) ...22

70 57

KOWLOON DOCK v. C.S.C.C.

In Kowloon the Kowloon Dock Recreation Club were defeated by the Civil Service Cricket Club by three shots.

Scores:—

K.D.R.C. C.S.C.C.

H. C. Cooper J. S. T. Dobble

G. Henderson L. E. Longbottom

J. Panchon E. L. Holland

F. Cullen A. O. Brown

(Skip) ...20 (Skip) ...15

W. Hedley S. Ralston

J. V. Ramsay S. Alderman

H. M. McTavish A. Oswald

R. Lapsley J. Gregory

(Skip) ...23 (Skip) ...20

C. Atkinson E. Jones

J. A. Lindsey J. Westlake

F. Goodman H. Deakin

J. C. Brown J. Hollidge

(Skip) ...19 (Skip) ...30

52 65

League II.

RECREIO v. C.C.C.

At King's Park, the Club de Recreio defeated the Craigengower C.C. by two shots.

Scores:—

Recreio. Craigengower.

M. F. Baptista W. McBride

H. Rozario E. Smith

E. M. Remedios F. K. Modl

F. X. M. Silva H. V. Pearce

(Skip) ...18 (Skip) ...15

F. Prata F. Pliner

J. M. S. Rosario R. Hooper

A. V. Barros Y. Abbas

J. G. Ozorio A. L. de Souza

(Skip) ...20 (Skip) ...24

F. Xavier W. White

J. M. M. Alves E. Hamer

J. J. Basto C. Summons

F. V. Ribeiro W. V. Field

(Skip) ...20 (Skip) ...17

58 56

C.S.C.C. v. ELECTRIC R.C.

At Happy Valley, the Civil Service C.C. defeated the Electric R.C. by one shot.

Scores:—

Civil Service C.C. Electric R.C.

P. Knight H. S. McKay

C. Strange A. Thomson

J. F. Willmott S. Deacon

W. H. B. Muskett (Skip) ...20 (Skip) ...18

L. Lockhart F. Normington

J. Shand J. Sloan

A. E. Murphy G. T. Padgett

H. E. Strange A. Webster

(Skip) ...18 (Skip) ...16

Jones R. C. Butler

Bebbington C. E. Gahagan

Luck D. S. Hill

W. J. Bickford J. F. Lunny

(Skip) ...16 (Skip) ...19

54 53

K.C.C. v. YACHT CLUB.

On their own ground, the Kowloon C.C. defeated the Royal Hong Kong Yacht Club by 13 shots.

Scores:—

Kowloon C.C. Yacht Club

H. Gittins A. Muddock

T. W. Carr J. Bentley

L. Jack P. W. Ramsay

V. C. Labrum A. L. Shields

(Skip) ...16 (Skip) ...26

O. B. Raven N. V. A. Craucher

W. Hyde J. W. Bonnar

L. J. Blackburn W. Macfarlane

J. Jack (Skip) ...15 (Skip) ...18

A. C. Burford A. Stevenson

P. T. Farrell A. Hodges

F. G. Herbridge E. W. Carpenter

J. P. Robinson A. Chapman

(Skip) ...32 (Skip) ...6

63 50

K.B.G.C. v. TAIKOO.

On their own ground, the Kowloon B.G.C. defeated the Taidoo R.C. by 20 shots.

Scores:—

Bowling Green Taidoo R.C.

H. F. Stoneham W. Brown

J. G. Meyer T. Swan

W. E. Hale W. Bell

A. W. E. Davidson R. K. Duncan

(Skip) ...23 (Skip) ...18

F. V. Whitta S. Hope

W. Venables J. J. Whyte

F. L. Rapley D. C. Spiers

W. Petherick T. Grimes

(Skip) ...30 (Skip) ...20

G. E. F. Thomson J. Mitchell

J. A. Craig W. Cunningham

H. H. Rose R. M. Keown

W. S. Drake D. Munro

(Skip) ...22 (Skip) ...17

75 55

LEAGUE TABLES.

Division I.

P. W. D. L. For Agt. Pts.

C.C.C. ... 3 3 0 0 193 133 6

K.B.G.C. ... 3 3 0 0 203 164 9

Recreio ... 3 2 0 1 169 150 4

C.S.C.C. ... 3 2 0 1 169 177 4

Taidoo ... 3 1 0 2 174 182 2

K.B.G.C. ... 3 1 0 2 170 187 2

Kowloon Dock ... 3 0 0 3 150 194 0

Police ... 3 0 0 3 146 207 0

Division II.

P. W. D. L. For Agt. Pts.

K.C.C. ... 3 3 0 0 213 136 6

K.B.G.C. ... 3 2 1 0 198 182 5

C.S.C.C. ... 3 2 0 1 177 155 4

Recreio ... 3 2 0 1 173 203 4

Yacht C. ... 3 1 1 1 107 134 3

Taidoo ... 3 1 0 2 199 177 2

C.C.C. ... 3 0 0 3 150 203 0

Electric ... 3 0 0 3 125 201 0

Shots FOR AND AGAINST.

Division I.

For Agt. Up Down

C.C.C. ... 193 133 60 0

K.B.G.C. ... 203 164 30 0

Recreio ... 169 150 9 0

C.S.C.C. ... 169 177 12 0

Taidoo ... 174 182 8 0

K.B.G.C. ... 170 187 0 17

Kowloon Dock ... 150 194 0 44

Police ... 146 207 0 61

Division II.

For Agt. Up Down

K.C.C. ... 213 136 77 0

K.B.G.C. ... 198 182 80 0

C.S.C.C. ... 177 155 22 0

Recreio ... 173 203 11 0

Yacht Club ... 107 134 8 0

Taidoo ... 177 182 0 8

K.B.G.C. ... 170 187 0 17

Kowloon Dock ... 150 194 0 44

Police ... 146 207 0 61

DAVIS CUP.

U.S. Beat Canada in Final Doubles.

STRAIGHT SETS.


Montreal, Yesterday. Shields and Sidney Wood (United States) defeated J. Wright and Marcel Rainville (Canada) in the final doubles of the Davis Cup (American Zone) after a tie with Roger Wethered, written C. B. MacFarlane in the Evening News.

All the world knows the story how Wethered stepped on his ball when playing to the thirteenth hole and incurred a penalty stroke for doing so. But for that mishap he would have been Open Champion.

Prior to the championship Hutchison had astonished everyone with wonderful play with a new type of masher. Across its face were deep ribs, and these, when the club was used in the proper manner, imparted so much back spin to the ball that sometimes when it landed it would jump back, and on a green that lay towards the player the ball would come back as much as several feet.

Natives of St. Andrews were amazed to see Hutchison approach the dreaded Road Hole green with a masher. This, of course, was not only against all tradition, but against all common sense as well, as for generations the one safe method to catch this narrow green, behind which lay the roadway, was with a running approach played with the iron, but never the masher.

Even that great artist with the masher, J. H. Taylor, was amazed and



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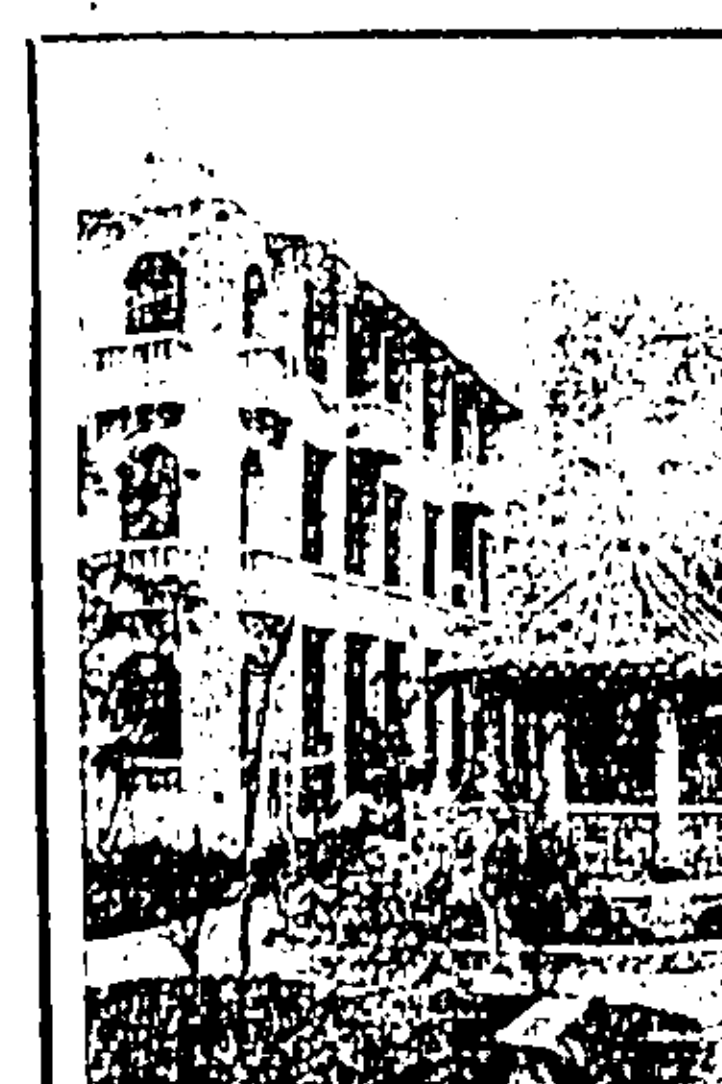
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MONGOLIAN STAG PAYS OVER \$300

(Continued from Page 1.)

The pace of The Plover proved far too much in this race, Mr. Frost redeeming himself with a very comfortable win. Thunderous Stag, with whip applied right from the start, was made to run hard, and incidentally made just the nice place required by a bunch of quite useful "Class B" steppers. Jadestone showed up in the earlier stages, but was finished with coming up the incline. The Plover took command here, and Sanction looked certain to be a belated second. Paul Fry took third place from a very tired crew in the last 50 yards.

3.—Sub. Grifflins Summer Handicap: First Division: Seven Furlongs.—For China Ponies, Subscription Grifflins of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$250. 3rd Prize: \$150.

Hall & Shenton's The Quail 150 lb. (Mr. Frost) 1
A. W. da Rosa's Tay 133 lb. (Mr. A. W. da Rosa) 2
T.P.T.'s Tunny 161 lb. (Mr. G. U. da Rosa) 3
Also ran: Fl-Pa 156 lb. (Mr. S. Y. Liang); Groombridge 150 lb. (Mr. Stanton); Maseot 150 lb. (Mr. Stanton); Miania 156 lb. (Mr. A. R. Botelho); Pacemaker 150 lb. (Mr. Proulx); Redskins 150 lb. (Mr. I. M. Stewart); Scappit 133 lb. (Mr. H. A. B. Botelho); Vamoose 145 lb. (Mr. Harriman).
Won by a short head; a length.
Time: 1 min. 53 secs.
Parl-mutuel: Winner \$38.70; Places, 1st \$10.40; 2nd \$56.50; 3rd \$7.10.

Winner Places
Tunny 1,174 1,723
Pacemaker 504 969
Fl-Pa 494 807
The Quail 362 674
Miania 187 227
Vamoose 131 230
Redskins 128 236
Tay 46 71
Groombridge 36 79
Maseot 30 73
Scappit 28 73

This was quite the best race seen at the Valley for many a long day, Mr. A. W. da Rosa, on Tay, staging a wonderful run-in on the outside coming down the straight, to be just nosed out by The Quail, which had taken the lead from a very close bunch coming up to the Rock. Maseot led the field in the earlier stages, but was practically done with just past the football stands. Here Mr. Frost pushed The Quail forward, and looked to have the race well in hand, until Tay's electric burst. The result was in doubt until the numbers went up. Mr. A. W. da Rosa rode in much better form, and seemed to have regained all the confidence that marked him out as one of the best novices in training last back-end. Mr. Stanton came off Groombridge, without any serious damage.

4.—Fourth New Aggregate Stakes: One Mile and a Quarter.—Value \$750. For all China Ponies. Winners of \$5,000 or more in stakes anywhere since January 1, 1931, weight for inches as per scale; of \$4,000 to \$4,999, 3 lb. allowance; of \$3,000 to \$3,999, 5 lb. allowance; of less than \$3,000, 7 lb. allowance. The Stakes will be run for six times, or as decided by the Stewards. At the end of the Season an additional sum of \$2,000 will be divided between the ponies scoring most marks in the races for the Stakes during the Season in the proportion of first, 70 per cent, second, 20 per cent, and third, 10 per cent, of the added money so far as is consistent with ties. Marks to count 4 for a win, 2 for a second, and 1 for a third in each race. The benefit of marks already scored to pass with a pony on a sale. Entrance Fee \$5. 2nd Prize: \$300. 3rd Prize: \$200.

Chan Tin-sun's Apollo 149 lb. (Mr. Frost) 1
Teater & Abraham's The Tiger 135 lb. (Mr. Harriman) 2
W. T. Stanton's Donnabella 148 lb. (Mr. Stanton) 3
Also ran: Bright Eyes 145 lb. (Mr. A. R. Botelho).
Won by many lengths.
Time: 2 mins. 35 secs.
Parl-mutuel: Winner \$510; Places: 1st \$5.10; 2nd \$5.10.

Winner Places
Apollo 1,448 835
Donnabella 54 65
The Tiger 37 309
Bright Eyes 21 46

This race was just a case of bad luck on a bunch of hopeless triers, who had a great view of the end of a pony travelling west down the straight. Mr. Frost jumped into the lead at the very start, and was lengths ahead passing the stands the first time. Good old Tiger plodded along in second place, but could make not the slightest impression on Apollo, who won hard hold in the easiest

manner imaginable. The remainder of the field stuck it out very nobly until the end.

5.—Sub. Grifflins Summer Handicap: Second Division: Seven Furlongs.—For China Ponies, Subscription Grifflins of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$100.

Dalrem's Bay of Bellingham 148 lb. (Mr. Soares) 1
Mrs. Dyer's Agate 142 lb. (Mr. I. M. Stewart) 2
Artik's Movanager 133 lb. (Mr. A. W. da Rosa) 2
Also ran: Arctic Eve 135 lb. (Mr. Proulx); Brown Eyes 140 lb. (Mr. Harriman); Cream Cracker 161 lb. (Mr. Frost); Flornotta 141 lb. (Mr. A. R. Botelho); Happy Day 161 lb. (Mr. G. U. da Rosa); Sans Souci 133 lb. (Mr. Ip Kuy-ying); Silver Flare 133 lb. (Mr. Y. T. Fung); The Lombard 162 lb. (Mr. H. A. B. Botelho).

* Dead heat.
Won by a length; dead heat.
Time: 1 min. 54 1/5 secs.
Parl-mutuel: Winner \$14.90; Places, 1st \$8.70; 2nd Movanager \$43.20, and Agate \$64.70.

Winner Places
Cream Cracker 937 1,335
Bay of Bellingham 828 1,197
Happy Day 268 465
Arctic Eve 244 444
Brown Eyes 105 294
Silver Flare 162 373
Sans Souci 60 141
Movanager 41 117
Agate 22 75
The Lombard 8 57
Flornotta 7 27

Bay of Bellingham II. came through here to win without any great effort by a length. Chief interest in this race was centred upon Cream Cracker, Mr. Frost's mount. However, bearing in mind Mr. A. W. da Rosa's ride on Tay, some wise punters thought he might do some good on Movanager. In an exciting struggle at the finish he managed to dead heat for second place with Agate, and the result was a nice little scoop for the faithful. Cream Cracker was frankly disappointing, and was well in the ruck at the finish. The race was anybody's until Bay of Bellingham took command at the final turn.

6.—June Handicap: Third Division: One Mile and a Quarter.—For China Ponies, "C" & "D" Classes, other than Grifflins or Subscription Grifflins of this Season, which have started in Hong Kong at least twice since January 1, 1931. Top weight not to exceed 165 lb. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$100.

W. H. Parkin's Mongolian Stag 140 lb. (Mr. A. W. da Rosa) 1
Yam Man's One Third 165 lb. (Mr. G. U. da Rosa) 2
S. N. Pan's Mount Elburz 147 lb. (Mr. Proulx) 3
Also ran: Armony 154 lb. (Mr. Charles); Orlando 152 lb. (Mr. Frost); Tango 142 lb. (Mr. Harriman).
Won by 1/2 length; 4 lengths.
Time: 2 mins. 40 3/5 secs.
Parl-mutuel: Winner \$300.70; Places, 1st \$22.20; 2nd \$6.90; 3rd \$11.50.

Winner Places
One Third 1,268 1,689
Orlando 1,286 1,672
Tango 379 547
Mount Elburz 288 513
Armony 131 275
Mongolian Stag 57 194

Mount Elburz, in the usual manner, went away to take a useful lead at the start, challenged by One Third and Mongolian Stag. The order was maintained past the football stands, with Orlando, much-fancied, and ridden by Mr. Frost, slowly dropping. Mount Elburz began to falter a little at the Rock, where One Third closed up. However, Mongolian Stag, nicely positioned, came through in the straight to take prize money, and incidentally pay the glorious dividend of over \$300 to win and \$22 odd to place. Mount Elburz hung on gamely to take third place. One Third being four lengths ahead for second money. The win, naturally, was quite popular with the 57 lucky winning ticket holders—and it was thoroughly well-deserved.

7.—June Handicap: First Division: One Mile and a Quarter.—For China Ponies, "A" Class, other than Grifflins or Subscription Grifflins of this Season, which have started in Hong Kong at least twice since January 1, 1931. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$600. 2nd Prize: \$300. 3rd Prize: \$200.

Eve's Boxing Eve 164 lb. (Mr. Charles) 1
Mrs. Dunbar's Sitting Bull 161 lb. (Mr. Heard) 2
Also ran: Wisdom Stag 148 lb. (Mr. Frost).
Won by 1 length; many lengths.

Time: 2 mins. 34 3/5 secs.
Parl-mutuel: Winner \$39.50; Place, 1st \$50.80.

Winner Places
Sitting Bull 1,841 156
Wisdom Stag 1,154 122
Boxing Eve 384 27

Mr. "Bob" Charles, on his pet pony, Boxing Eve, rode himself clean out to take this hard-riden race. Mr. Heard played his usual waiting tactics on Sitting Bull, but for once was out-jockeyed, Mr. Charles being content to wait until the football stands before he went into the lead. He established a fairly good advantage, steady-ing the Eve up very nicely near the Rock and letting it go again coming into the Village Bend. Here Mr. Heard made his big effort, and chased Boxing Eve down the straight, but was that little fraction too late to turn the trick. Boxing Eve was led in with Mr. Charles being supported in the saddle. This was an example of really plucky riding. Mr. Charles' many friends congratulating him upon a really "gritty" display.

8.—June Handicap: Second Division: One Mile and a Quarter.—For China Ponies, "B" Class, other than Grifflins or Subscription Grifflins of this Season, which have started in Hong Kong at least twice since January 1, 1931. Top weight not to exceed 151 lb. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$250. 3rd Prize: \$150.

W. T. Stanton's Mike 161 lb. (Mr. Frost) 1
A. E. M. Rafeek's City Hall 151 lb. (Mr. Proulx) 2
Wong & Tang's Peppercorn 133 lb. (Mr. Y. T. Fung) 3
Also ran: Lobster Bay 145 lb. (Mr. A. A. R. Botelho); New Year's Eve 145 lb. (Mr. Coltman); The Gomeril 133 lb. (Mr. Ip Kuy-ying).

Won by 3 lengths; many lengths.
Time: 2 mins. 37 secs.
Parl-mutuel: Winner \$7.90; Places, 1st \$5.80; 2nd \$6.40; 3rd \$7.50.

Winner Places
Mike 2,156 1,008
City Hall 648 942
Peppercorn 378 550
Lobster Bay 347 751
Gomeril 217 376
New Year's Eve 73 154

City Hall led past the stands, followed by Mike and The Gomeril. Mr. Proulx set out to make the pace, and was still leading at the football stands, with Mike running easily about two lengths behind. In second place, coming up to the Rock, Mike gradually went into the lead, and The Gomeril began to drop back. Peppercorn coming into the running. Mike came round the bend and into the straight to win by three lengths from the hard-pushed City Hall, whilst Peppercorn got into third place from a bit of a scramble. The public judged the race almost perfectly.

9.—Victoria Park Handicap: Six Furlongs.—For Australian Ponies. Winner barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Kong Bros's Moon Star 140 lb. (Mr. Proulx) 1
Kangaroo's Caulfield 134 lb. (Mr. Y. T. Fung) 2
W. T. Stanton's Fritz 164 lb. (Mr. Heard) 3
Also ran: Cyranos 147 lb. (Mr. Wood); Floretta 140 lb. (Mr. Ip Kuy-ying); Juliet 140 lb. (Mr. King); Old Acquaintance 145 lb. (Mr. Harriman); St. Moritz 146 lb. (Mr. Reidy); The Bustard 140 lb. (Mr. S. Y. Liang); Thunderclap 156 lb. (Mr. Frost).

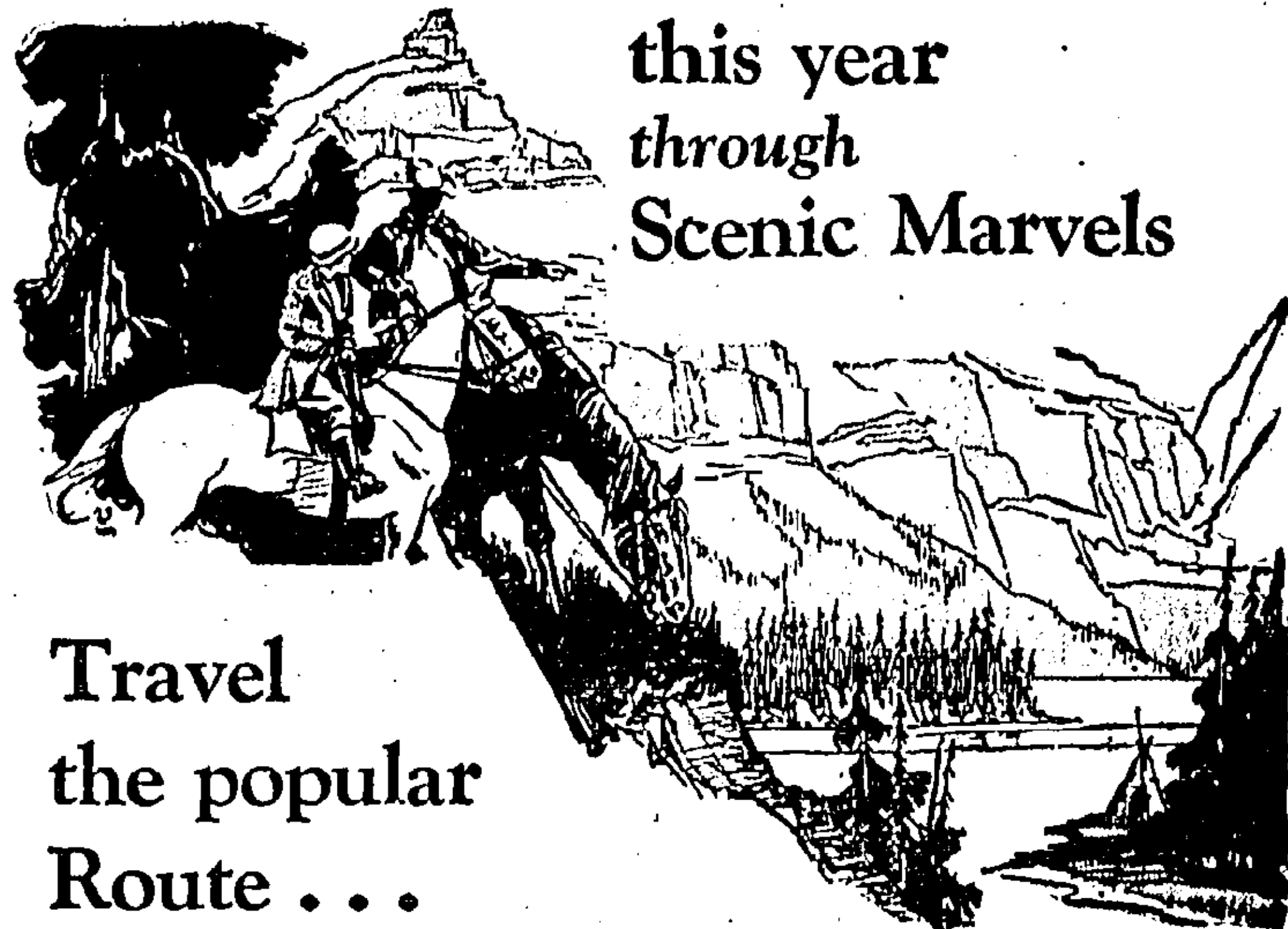
Won by 3 lengths; a neck.
Time: 1 min. 27 secs.
Parl-mutuel: Winner \$20.20; Places, 1st \$7.70; 2nd \$12.80; 3rd \$8.40.

Winner Places
Fritz 918 727
Thunderclap 894 1,210
Moon Star 708 885
St. Moritz 275 253
Caulfield 180 316
The Bustard 88 181
Old Acquaintance 69 87
Floretta 34 79
Juliet 12 18
Cyranos 9 26

Moon Star, the ultimate winner, was always pretty well to the fore in this race. There was a good deal of jockeying about at the barrier, but the start was a reasonably good one. Floretta showed up promisingly for a time, but there was very little in the race until the straight was reached, when Moon Star came away to win without being unduly extended. Caulfield, over a suitable distance, scraped into second place, and certainly looks to be improving. Fritz was ridden strongly to take third place. The time 1:27 was excellent for non-winners, and given a good impression of the uniform quality of the Australian ponies. There may be some disappointment in Tai-po over the result but better luck next time!

10.—Bank Holiday Handicap: One Mile. (Novices).—For China Ponies which have started at least twice in Hong Kong since January 1, 1931, and have not won more than one race in Hong

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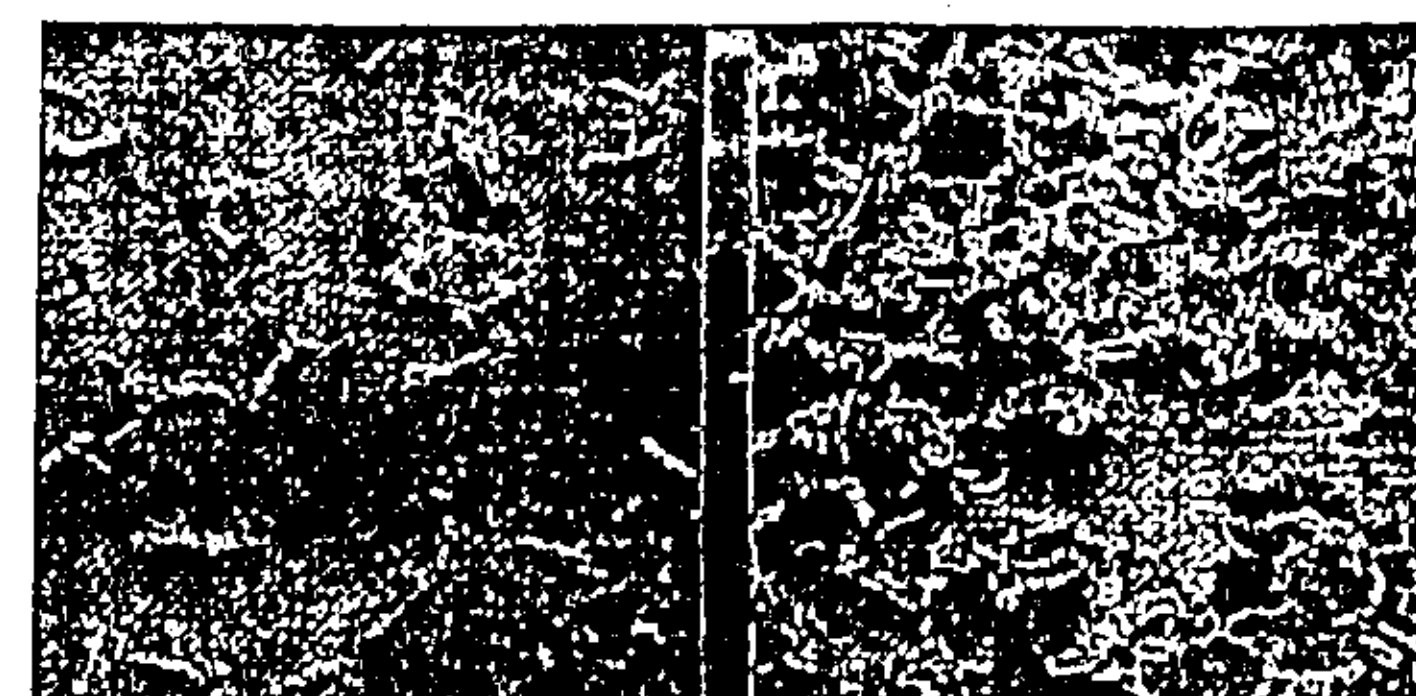
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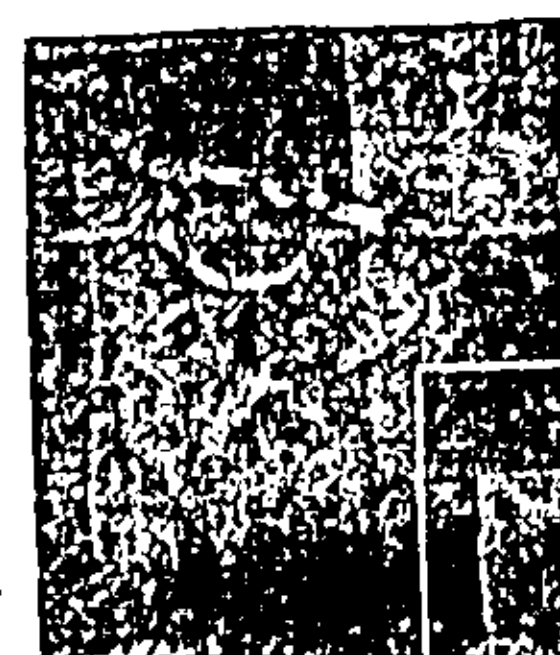
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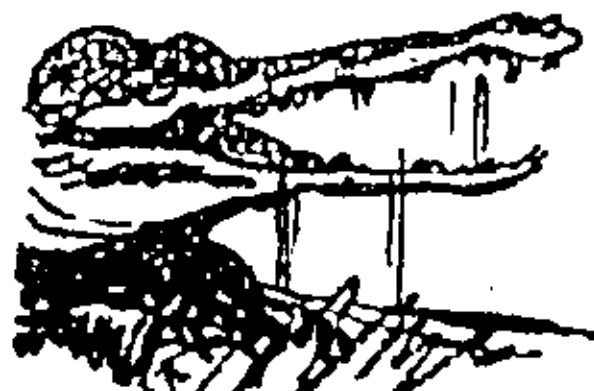
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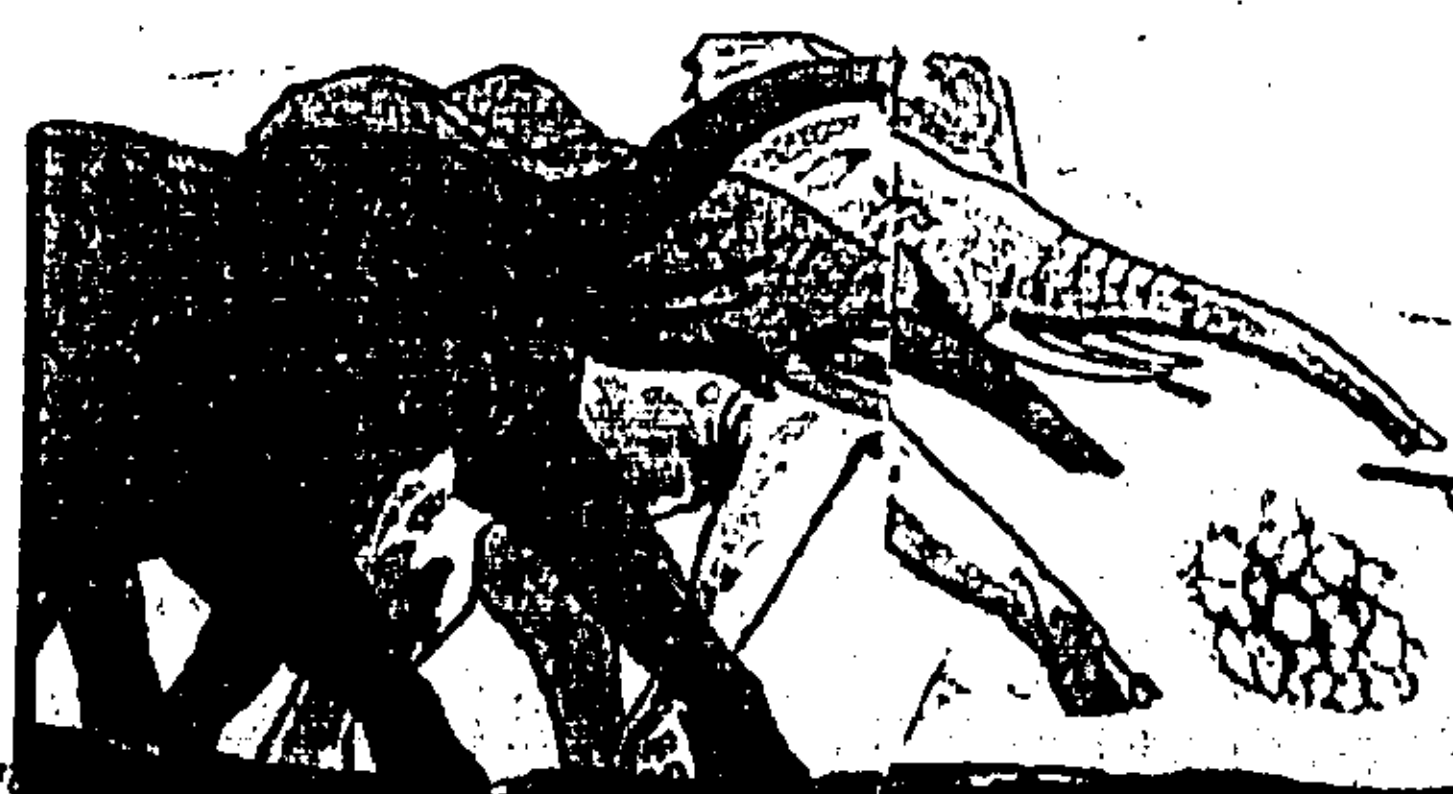
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Some time ago I gave the Modern Editor of the Straits Echo, a correspondent who signed himself "The Young Explorer" writes:—

"China has, after years of humiliation, recognised that she is far behind the times and that to free herself from the bonds of tyranny she has first to 'Westernise' herself. Following the attitude of their country, the younger generation has without hesitation adopted the customs and fashions of the West. Bob-haired Chinese girls with short skirts are now not a rarity. They are modernising themselves, they say, and some have even gone so far as to assert that these are signs of patriotism and loyalty to their country! I challenge any of these so-called modern Chinese maidens to show me how lip-sticks and short skirts can in any way help China in her onward progress. We turn next to those bespectacled young men with their gaudy rainbow coloured ties and Oxford bags. Beyond a mere smattering of knowledge of English, they are fortunate enough to live in a land of milk and honey inherited from their fathers. And these are the persons who call themselves modern! Jazz music, Charleston, and Fox-trot may be good exercises for the body (though I have failed to see how) but will they, can they lead us to the path of modernism?"

"I am not a kill-joy, and I am not a pessimist. I am a young Chinese myself, and as far as I am aware I am not behind the times, but let me sound a note of warning once and for all that modernism does not mean sheer recklessness in fashions and manners. Modernism implies the attainment of higher education and broader and saner views of life. We cannot modernise ourselves without the possession of a lofty intellect and a sane and noble view of life."

But why blame it all on the youths and maidens of China, "Young Explorer"? Surely, the parents also are to blame for shirking their responsibility if they allow their sons and daughters to do as they like. Signs are not wanting that it is many of the parents who have been stung by the bug of modernism, and have become so indulgent that they give their children too much rope—even unto death—and who can blame the children for accepting their new-found freedom as a matter of course?

"Pursuit of Health" ... by Dr. Graves. "How can?"

"Anybody's War"—"Anybody's Woman." If she's anybody's woman why war about it?

Money goes further to-day than it did a year ago, says a Home writer. It keeps its distance better in Hong Kong.

The Shanghai Sunday Times publishes a photo of a bride married at Tanglin F.M.S.—The F.M.S. must have Shanghai'd Tanglin.

The quickest way to stop a dog fight, says an expert, is to hold a lighted match under the contestants' noses.—We always adopt this cure when we see two or more hip-hopotami fighting, so it should work in the case of the dogs.

A moment's silent sympathy is asked for the mercantile officer who, on Saturday night, was confronted by the Arsenal Street traffic lights changing from red to green, and was unable to decide whether he should port or star-board his helm.

After 48 hours' research we are gravely told that according to the Oxford English Dictionary an anniversary is the yearly return of a date and that holiday is derived from holy day.—The former may not strictly be applicable to movable feasts and there is in 1931 as much connection, colloquially, between holiday and holy day as there is between a revival meeting and holystone.—Try, try, try again.

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HONG KONG, SUNDAY, MAY 24, 1931.

Another "Knock" at the Kowloon Buses.

IT is by this time generally appreciated that our comments in this column a week ago on the proposed revision of the system of fares on the Kowloon buses knocked the wind out of the sponsors of the scheme who sought to take time by the forelock by the publication of an inspired article in one of the morning newspapers. It was a coincidence that the Kowloon Residents' Association Committee held their monthly meeting on the evening following our last issue, but it was exceedingly appropriate that they should also have a special meeting before the ordinary meeting to discuss the Kowloon bus fares and the Taiwan bathing beach.

With the exposure of the weakness of the proposed new scheme by this paper and the unanimous protest made against it by the K.R.A. Committee, it is to be hoped that its death knell has been sounded and that the only reply of the Government to the application of the bus Companies will be "nothing doing."

When the patrons of the buses in Kowloon obtain service—satisfactory service, that is—they may hope to enlist some support for a little more consideration in regard to higher fares from certain classes of the community. But they are still a long way off the ideal bus service, apart altogether from the type of vehicle in use. They have time tables and traffic regulators—or "irregularators" as some have become to be known—but that does not prevent buses arriving at the Ferry just as the gangway is going up or is already up. On certain routes it is a rarity to be able to catch a Ferry, and this can be very tantalising when the fifteen minutes' Ferry service comes into operation at nine o'clock each night.

At the bus termini furthest from the Star Ferry the drivers and conductors of certain buses seem to be a law unto themselves, and they care not whether a Ferry is missed or not. The result may be seen at almost any time at the Ferry "cattle pens."—say, two No. 8, four No. 6, and not one No. 2. And, at times, when a No. 2 does happen to be there it moves out almost as soon as the Ferry gangway is down and the outgoing Ferry passengers have to wait anything from 15 to 25 minutes for another No. 2 bus.

In our last issue we commented on the lack of effort to keep some of the buses clean. This fault is particularly pronounced in the Summer when the menfolk are wearing white suits. Besides this, some buses are perpetual spreaders of germs, no attempt being made to sweep them out and dust the seats before a bus is ready to start out on a fresh journey either to or from the Star Ferry. The whole system is so provocative of criticism—and justifiable criticism—as to make the average resident of the mainland ashamed of such a bus service. It is time that the authorities installed in them some sense of their duty to the public. Something much better than what obtains at present is expected of public utility companies.

HONG KONG FAIRY STORIES.

The report of the Retrenchment Committee will contain no surprises.

We'll be told to-day more about Empire Day than we've ever known before.

Delegates of all the Bowling Clubs in the Colony assembled last night and passed a vote of thanks to the Director of the Royal Observatory for sending them two perfectly dry Saturday afternoons in succession in spite of the previous forecasts to the contrary.

The Burgomaster of Tai-po is to be asked to address the Rotary Club on the subject of the Anopheles Maternity Home, with particular emphasis on the latest of the offspring for people of culture.

News in Brief.

Mr. D. C. Walmley, of the Tai-koo Dock, left for Home on holiday yesterday.

Mr. and Mrs. Allan Cameron left for Yokohama yesterday by the a.s. Empress of Japan.

The Yasukuni Maru, from London, will arrive here on Tuesday afternoon instead of Wednesday.

The Rev. N. V. Hinkard, M.C. (Diocesan Chaplain), will preach in St. Andrew's Church this evening.

The lowest open air temperature yesterday was 71 degrees. The humidity was 75 at 10 a.m. and 4 p.m.

Mr. C. Champkin will be the speaker at the Rotary Club on Tuesday, his subject being "These Money Theories."

Mr. D. W. Morley, M.A., lecturer, Mechanical Engineering, University, left for Home yesterday by the P. & O. a.s. Comorin.

Dr. G. A. C. Herklotz, Reader in Biology at the University, left yesterday for Shanghai, and will be absent from the Colony for a month.

The preacher in St. John's Cathedral at evening to-day will be the Rev. W. Walton Rogers, M.A., Vicar of St. Andrew's Church, Kowloon.

Mr. George Duncan, M.B.E., of the Kowloon Dock and a Lieutenant in the Volunteer Corps, left for Home on holiday yesterday by the P. & O. a.s. Comorin, accompanied by Mrs. Duncan.

The staff of Messrs. Andersen, Meyer & Co. entertained the Manager, Mr. D. C. Forbes, at dinner on Friday in the Kam Ling Restaurant. Mr. Forbes left by the P. & O. a.s. Comorin yesterday.

At the Sanitary Board meeting on Tuesday, correspondence will be read relative to the application for a new eating house licence at No. 78, up-river street, and stood by the Queen's Road Central, ground floor, and relative to an application to use the basement of No. 6 Duddell Street as a workshop.

Owing to an oversight a dozen copies of the Hong Kong Naturalist, Vol. 2, No. 2, lacking in one, two, or three of the coloured plates, were circulated yesterday. Subscribers who received incomplete numbers may obtain complete ones in exchange either at the University, or at the publishers.

Mr. F. H. Holdman, of the Parcel Department of the General Post Office, left for Home yesterday, accompanied by Mrs. Holdman, who has just recovered from a serious illness. Mr. Holdman has been a staunch supporter of the cricket and lawn bowls sections of the Civil Service Cricket Club, all the members of whom will wish him a pleasant holiday and a safe return to the Colony.

ACROSS THE PACIFIC

Small Craft Does It In 111 Days.

A RECORD?

Victoria, B.C., April 18. The same fair wind that enabled the liner Empress of Japan to set a new speed record of 7 days, 20 hours, 16 minutes for a Pacific crossing also blew a fishing boat into this port a day before the liner's arrival.

The boat is the Coquet, a 65-foot auxiliary sailing vessel, which made the same crossing under sail and with a crew of five men in 111 days. The Coquet now lies in Victoria Harbour.

The Coquet is commanded by Capt. George Ward, a Hollander, the same skipper who took a Chinese junk around the world in 1923 and 1924. With Ward was his son, Robert; Charles Cucko, Hal Wheatley and Toa Kon. Two other members of the original crew of seven men deserted at Honolulu when the vessel put into that port for water.

The skipper and men of the Coquet subsisted on crackers, salt fish and potatoes the entire journey, and slept in a tiny forecabin hardly high enough to stand erect in. The vessel made use of its auxiliary engine only on leaving Shanghai and on entering Victoria Harbour.

The Coquet flies the flag of the Royal Yacht Club of Shanghai, Chinese registry making no provision for fishing smacks. It is constructed of teak. The Seattle Sun.



LETTERS TO THE EDITOR.

"VEGA" REPLIES TO H.G.O.

Sir,—This correspondence certainly has its funny side. We have "A.L.C." breathing out fire and slaughter, threatening all and sundry with hefty bites from venomous fangs. And now we have "H.G.O." in the guise of a comic angel of peace, olive branch and all complete, imploring we Service men to try to avoid ill feeling, and finishing with a little homily to the civilian population, and assuring the world we are "all friends." Well, maybe we are friends, but why do they kick us downstairs?

"H.G.O." has never heard of a Service man entering the sacred portals of the London "Savoy." Is there any comparison? I have never heard of the London Savoy offering its patrons an eighteen-penny lunch or advertising a shilling "tea-hop."

Not the restaurant in question is a very nice, clean, and thoroughly up to date place, but its prices are quite within the reach of most Service men's pockets.

But here is the secret of the whole trouble—geese become swans in Hong Kong. A decent class restaurant becomes the most exclusive hotel, middle class men and women become the "Smart Set", a pretty girl becomes a ravishing beauty, clerks and dockyard "matties" become Government officials, evening clothes are worn for the first time in their owners' lives and the whole stratum of society shifts up a peg or two.

Only the Service man remains the hol-polloi. It must be all vastly amusing to the unaffected on-looker, but is sometimes mightily uncomfortable to the Service man who has heretofore been offered

Fortunately, I do not expect much for I know my China fairly well. A few years ago, on the great Yang-tze-kiang, when the British communities from Woosung to Chungking were calling for protection, I was engaged in a little up-river stunt, and stood by the open grave of our very gallant Commander, and heard the solemn notes of the "Last Post" sounded over his body, which had been riddled with bullets and disembowelled by Chinese bayonets.

I have been sniped at from river banks; I have left my dead comrades in far inland Szechuen towns, their only gravestone a little wooden cross. I was at Shanghai when the victorious Cantonese armies entered and when

LABOUR LAWS.

New Scheme for China.

(By Leslie R. Aldous.)

Among a score of questions handled at the recent meeting of the Governing Body of the International Labour Office of the League of Nations, none is more interesting than the Chinese Government's request for assistance in the organisation of a Factory Inspection Service in China. This, of course, is a proposal of prime importance to manufacturers in the British Empire and other industrially advanced countries, which suffer from undercutting in the Far East. Through the influence of the League's I.L.O. much has been done since the Great War to raise standards of labour in India and Japan. Hitherto however, owing to perpetual internal strife, little progress has been practicable in China.

The new broom of the Nanking Government, however, intends to sweep clean. As the Minister of Industries informs the League's I.L.O., the Factory Law is to come into force on August 1 of this year. All the necessary preparations, including the establishment of an inspectorate, are now being made. To deal with the many technical problems which demand expert advice and assistance the Director at Geneva is asked to send out to China a special commission, if possible, before June.

Already, it appears, the Chinese authorities have sounded Dame Adelaide Anderson, D.B.E., to discover whether she would be willing to serve on the commission. Dame Adelaide, as is well known, was for more than twenty years principal Lady Inspector of Factories in Great Britain. She has done a great deal of useful work on behalf of the League of Nations. In the present case, her wide experience of Labour conditions in China will obviously be an enormous advantage.

In the circumstances, it seems that two people will be sufficient to aid the Chinese Government to get a system of factory inspection going by August. Dame Adelaide will probably be assisted by Mr. Foss

the despised Service man fought at the Settlement boundaries and alone prevented the rape and slaughter which happened at Nanking. Earlier still, I was at Hong Kong when a certain general strike occurred, when even the riksha coolies and the houseboys stopped work at the risk of having their throats slit. To whom then did our "friends" call in their hour of need? It was the "untouchable" Service man who ran the essential services and acted as strike breakers generally. Who then so popular as they? Gallant heroes! Oh! wonderful ratings!

But now a Chief Petty Officer is not allowed to sit at adjacent tables to a deck hand or a fireman of a merchant ship, for the simple reason that he is wearing a uniform that he is rightly proud of.

We do not ask that the social orders be altered at all in our favour. We merely wish to be treated as decent and respectable members of the community.

I willingly admit the insular prejudice of the average Briton against talking without having been formally introduced; I have travelled from Edinburgh to London with a solitary occupant of a railway carriage without speaking. But if "we are all friends, even though not on speaking terms," let the King's Restaurant withdraw its snobbish ban against Service men (in uniform), then maybe we'll begin to believe it.

Yours, etc.,

"VEGA."

Hong Kong, May 23, 1931.

MENACE TO CHILDREN.

Sir,—I fully agree with your remarks contained in your last issue under "Menace to Children" and sincerely hope that the Kowloon Residents' Association will take this matter up with the authorities and have it rectified.

During these high-speed and dangerous days, the children's playground at Kowloon is one of the few safe places for the kiddies, and parents are relieved to know that when they are there they are at least safe from mechanical dangers, yet, at the same time, the present state of affairs at this playground greatly endangers the health of the children, and would not be tolerated in any city "West of Suez."

Yours, etc.,

PARENT.

Hong Kong, May 23, 1931.

LABOUR LAWS.

New Ambassador Not Wanted.

The other ways in which the League of Nations is already helping with the re-organisation of China may here be summarised. Sir Arthur Salter, the League's "Financial Wizard," has been in China advising on financial matters. Mr. Robert Haas, head of the communications and transit section at Geneva, and Dr. Rajchman, head of the health section, have been helping with other important branches of Chinese reconstruction.

VATICAN & SPAIN.

New Ambassador Not Wanted.

PAPAL NUNCIO LEAVING.

Madrid, Yesterday. The Vatican has declared persona non grata Spain's new Ambassador, Senor Luis de Zulueta. The reason is not stated, but it is known that Senor Zulueta, who is of the highest standing and morality, had cut adrift from mere denominational religion.

The Papal Nuncio is shortly going to Rome to report on religion in Spain, and it is believed that he will not return.—Reuter.

TAIPO TOPICS.

(From the United Press Staff Correspondent at the Front.)

The sudden rise of \$3 per share in Lands last week occurred on the day the Burgomaster signed the lease for his new office premises.

The Member for Shatin drew attention with great glee to the fact that the Tai-po-cum-Fanling Urban District Council were nothing like no Belsley in their suggestions to the Authorities as the Kowloon Residents' Association and that the latter hold their bun fights in the Kowloon Church Hall whereas Tai-po's meetings were held under the limb of the spreading chestnut tree which blocks the entrance to the petrol pump.

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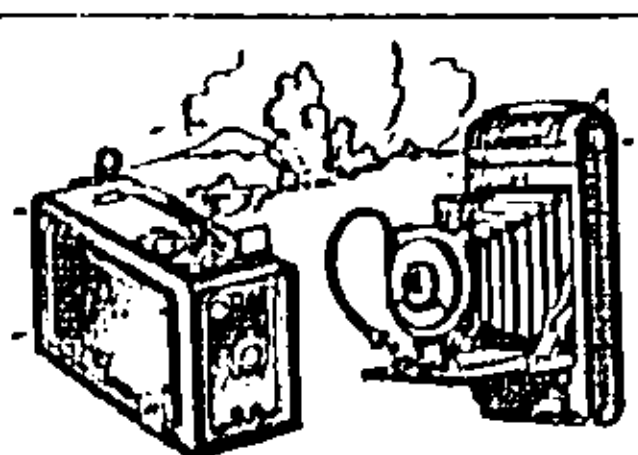
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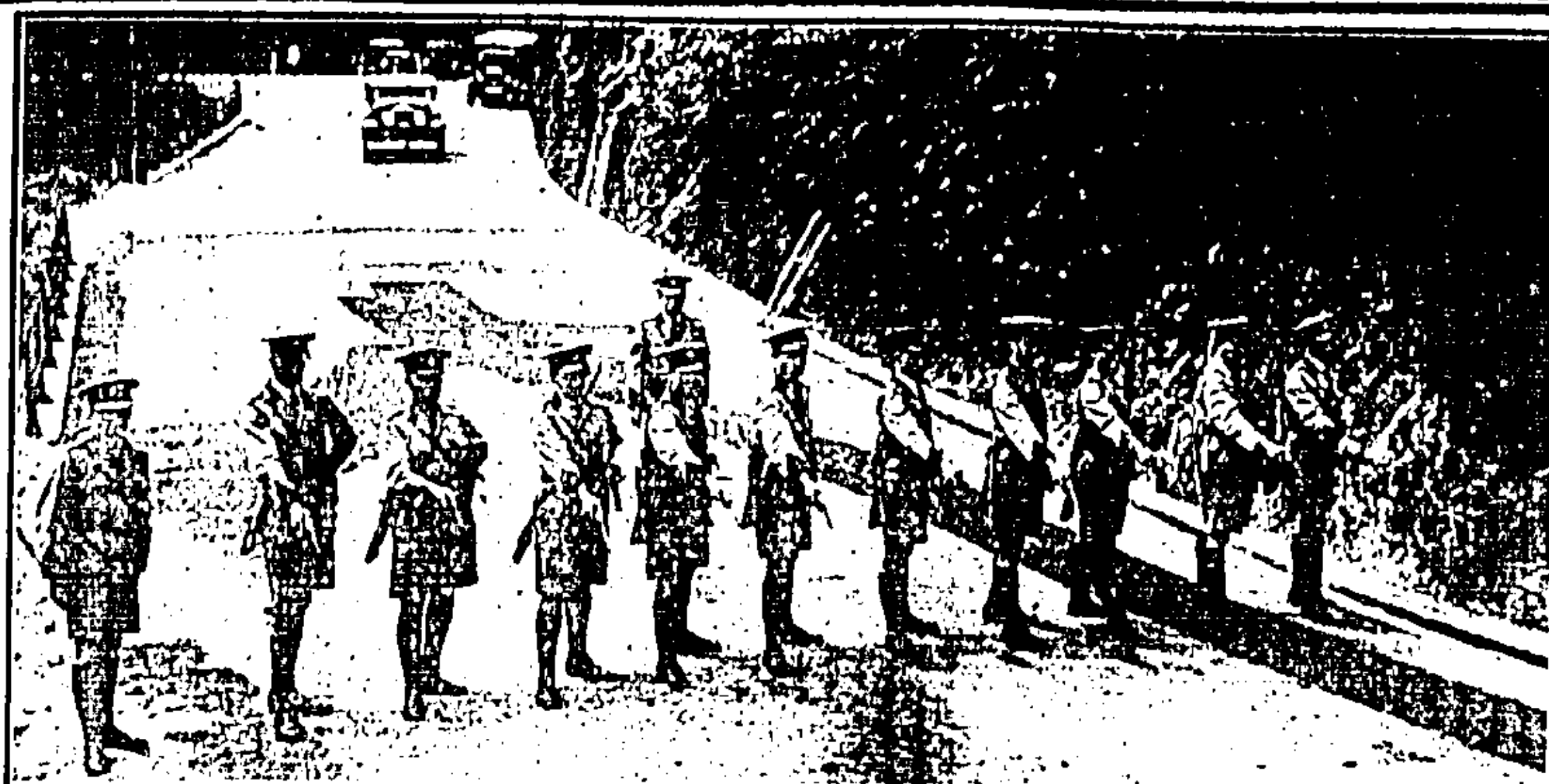
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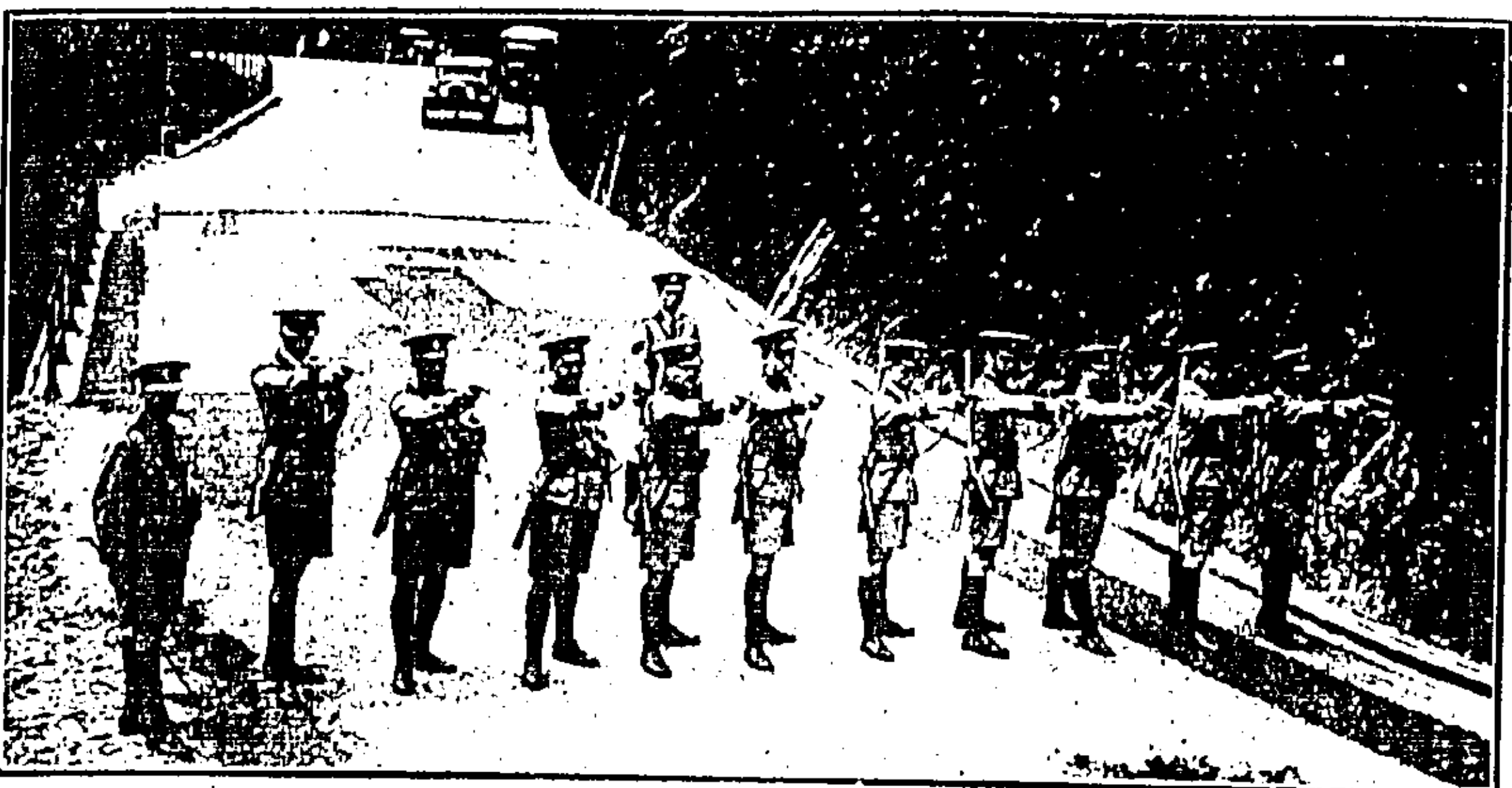
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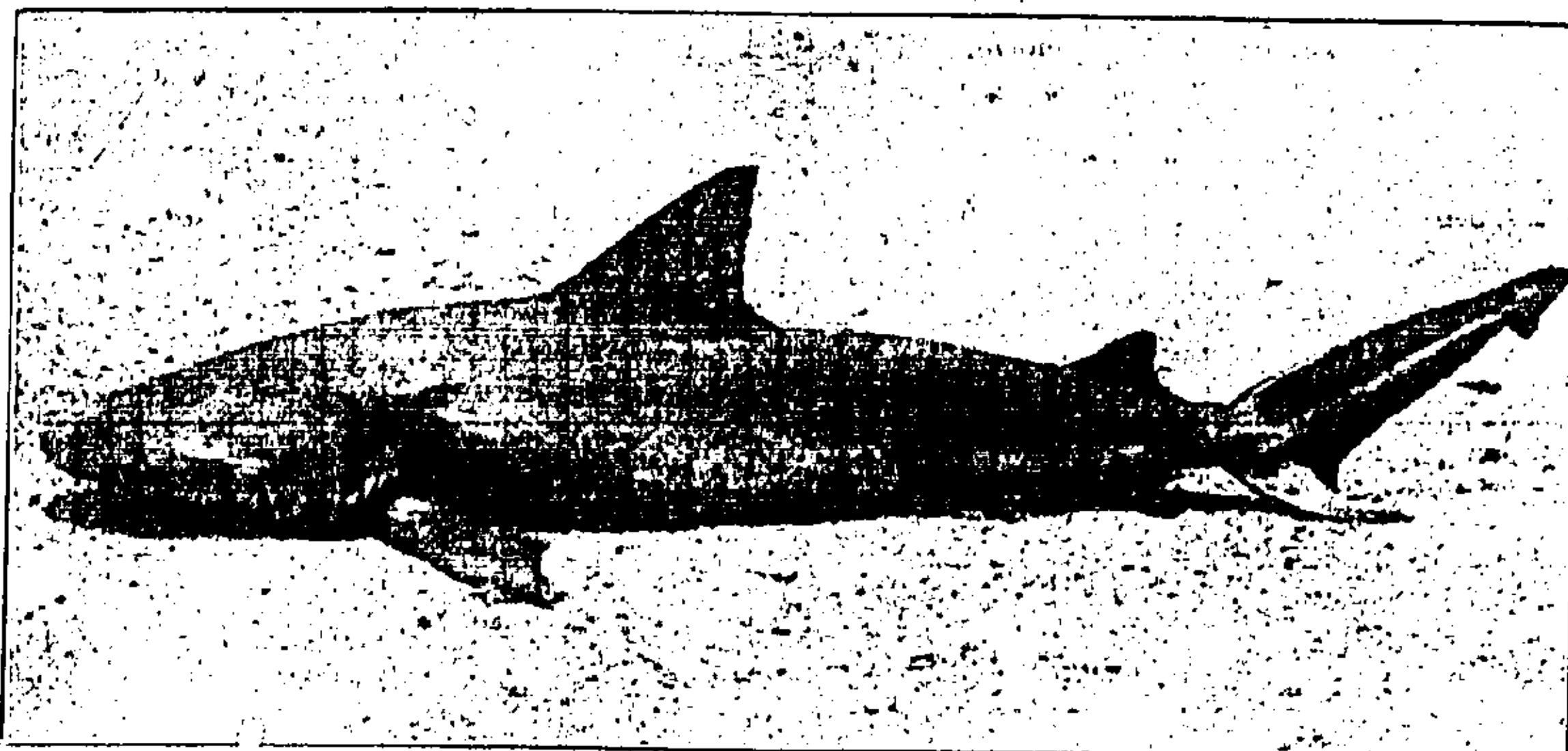
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2, WYNDHAM STREET,
3rd floor.



RIOT DRILL.—A photograph specially taken at Kennedy Road last week of the riot drill performed by the Sharpshooters section of the Hong Kong Police Reserve. The men in the contingent pictured above just had the order to draw revolvers.



AIM, FIRE!—The final stage in the most important of riot drills, extending across the roadway in order to stem the rush of a crowd. All commands are done by whistle. The Commissioner, Mr. E. P. Dovey, is seen standing on the left.



PROOF OF THE PUDDING.—Here at last is some visible proof for the seafarers that sharks do occasionally haunt the local waters. This specimen, which was caught by a Chin-se fisherman in the harbour recently, weighed 150 pounds and measured 5 1/2 feet from tip to tail. —(K. Fujiyama).



THE GANG IN THE SOUP.—“Peru” the young trader played by “Buster” finds some of his friends about to be cooked by the cannibals in doggiest Africa. One of the tense moments in “Trader Airedale,” the Metro-Goldwyn-Mayer all-dog comedy directed by Zion Myers and Jules White.



GYPSY BEAUTY.—A striking pose by Marie Prevost, whose dark hair and complexion have earned for her the title of the “beautiful gypsy.” She is a Metro-Goldwyn-Mayer star and has appeared in several films in Hong Kong.



OMOOLO STUDIES HER PART.—“Pepper” who plays the faithful old-bester in the dogation of “Trader Airedale” is seen in the “doggiest” scene in “Trader Airedale.” The Metro-Goldwyn-Mayer all-dog comedy.



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6. Steamed Rice Mixture.

Price : — \$2.00 per dinner per person.

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2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price : — \$1.50 per dinner per person.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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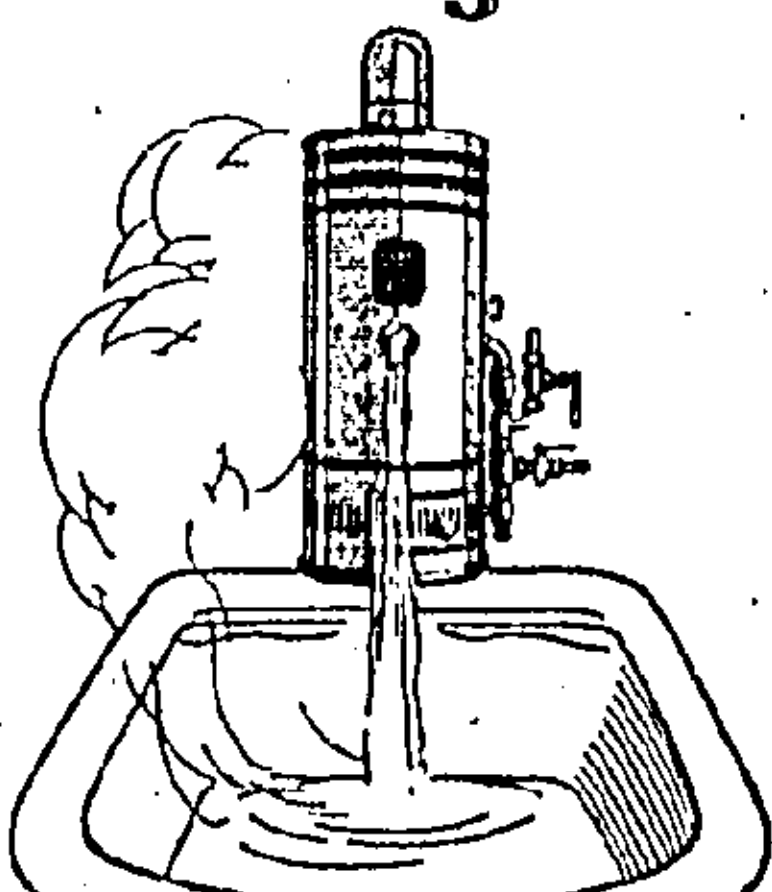
Choose for yourself

Speaking broadly, variety is the spice of life. No one likes to be tied down to one place, one set of ideas, one form of diet. The infliction of sameness in these things amounts to a punishment.

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The WOMAN'S Page



JACKET DRESSES.

There are silk frocks with matching jackets... printed frocks with plain jackets... skirt and jacket with contrasting blouse, all equally fashion-right. The jackets often have three-quarter sleeves to show the long sleeves beneath. You will make no mistake in confining your choice of daytime dresses almost exclusively to a variety of jacket dresses.

SHOES WITH LOWER HEELS.

Shoes with lower heels are the outcome of long dresses. This season they trend to simplicity, and more is a strong and fashionable material for dance shoes, while a model tied on the instep with rather a big satin bow contrives to look old-world and up-to-date in the same breath.

PERMANENT WAVE.

How Nature Effects It.

Fashionable ladies are familiar with technique of the "permanent wave." Nature first practiced the "permanent wave" when animals with coiled and crimped horns were evolved. Apparently the coiled horns of rams, for instance, are "permanent waves" in stout hair. This discovery is but one of the many arising out of the brilliant researches of Mr. W. T. Astbury, the director of the department of Textile Physics at Leeds University, into the structure of fibres.

Much empirical knowledge of fibres has been learned in the textile factory and in the laboratory, but most of it applies to the behaviour of fibres in bulk. The complex and exceedingly important qualities of complete fibres as used in textile manufacture may be studied descriptively and described with an accuracy very valuable to the manufacturer, but a descriptive knowledge of the behaviour and properties of fibres is not the same as a structural knowledge which explains just why fibres are as they are and have the properties they have. Valuable as descriptive knowledge of fibres is, the structural knowledge is of a deeper character and higher order of value, for it suggests possible properties fibres could not from external study be guessed to possess. Entirely new developments in textile technology are more likely to arise from a knowledge of the inner structure than from the full external knowledge of fibres. Unfortunately the inner structure of fibres cannot be studied directly



by ordinary methods. The particles out of which fibres are made are about one thousand times too small to be seen by ordinary light. They can be examined optically only by the way they interfere with beams of X-rays projected through them. Mr. Astbury has been examining

with X-rays fibres such as those of merino wool, British Cotswold wool, human hair, llama hair, hedgehog spines, porcupine quills, and others such as spider's webs, natural and artificial silk, toe-nails, etc. He finds that elastic fibres such as wool and hair give two quite different X-ray photographs according to their condition. If unstretched, their constituent "bricks" or micelles give a photographic figure of a certain shape. If stretched, the photographic figure is remarkably different. When a fibre of wool is stretched the units out of



CURRIED FISH.

One cooked fish (about 1lb), 1 onion, 1 apple, 1 lemon, 2 oz. fat, 1 tablespoon curry, 1 tablespoon flour, ½ pt. water or fish stock, salt, boiled rice. Peel and chop the onion finely, melt the fat in a saucepan, fry the onion a dark brown; strain off the onion, return the fat to the saucepan, add the peeled and chopped apple, curry powder, and flour. Fry a few minutes longer. Return the onions to the saucepan, and simmer for 20 minutes.

Cut the fish into nice sized pieces; put into the curry to heat; add squeezed lemon juice; garnish with lemon, and serve with boiled rice.

is lengthened by about 29 per cent. and its various atoms are much more exposed, making them more vulnerable to dyes and treatment. The 29 per cent. increase of length is exceedingly interesting in view of the fact that wool fibre begins to change its internal structure when it is stretched about 30 per cent. of its length. Besides giving a remarkable insight into the change of structure of the wool fibre under elongation, Mr. Astbury's figure for the keratin molecule suggests why such substances as wool, horn, nails, etc., are so resistant to chemical action and decay. It is because there are so few loose atomic ends in the keratin molecule; the atoms

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which it is made suffer a profound change. When the tension is released the fibre returns to about its original length, and the X-ray photograph changes back from the second to the first form. If the tension is not released and the fibre is steamed, its units are found to set in a permanent form, and the X-ray photograph of the "permanent wave" or "set" remains of the second type.

The substance out of which all of these fibres are made is substantially keratin, a protein. The chemical constitutions of porcupine quill and a human hair are approximately the same. The keratin molecule can exist in an alpha condition, as in unstretched fibre, and in a beta condition, as in stretched fibre. As textile technologists are well aware, stretched fibre is much more susceptible to chemical treatment than unstretched, the elongated molecule of wool is more reactive than the normal molecule. This point comes out beautifully from Mr. Astbury's structure of the molecules of keratin. In unstretched fibre the molecules consist of two rings of atoms bound closely together. In stretched fibre the two rings in the molecule are pulled open. The molecule

The explanation of the inextensibility of natural and artificial silk and spider's webs is also forthcoming. When the silkworm and the spider manufacture their silk they stretch it and set it in the beta condition consequently it will not extend farther. But silk can be shrunk by suitable treatment, and then the X-ray photographs show its keratin has changed to the alpha form. Natural wool is in the beta condition and inelastic. To be sure that their photographs were due to the interior material of the fibres and not to the outer scale, the experimenters descaled the hairs by drawing them through powdered glass or shaving them with fine glass tubes. The interior of the hair, to which its textile properties are due, is shown by the X-ray photographs to be partially crystalline, the crystals being made up of molecules about 9 x 7 x 10, where the unit is one hundred millionth of a centimetre. These discoveries give a suggestive insight into the fundamental nature of the conditioning and dyeing of textile fibres, and show plainly that textile technologists must never expect stretched wool to react in the same manner as

HIGH HEELS.

Supreme Court Says They Are Foolish.

The Supreme Court of the Reich has found that high heels are not only dangerous, but, as it implies, foolish. It says, in a sentence which deserves not to be lost, "even though the wearing of high heels is in itself not a fault, the contrary is the case in those situations in which the wearing of high heels represents a danger for the wearer."

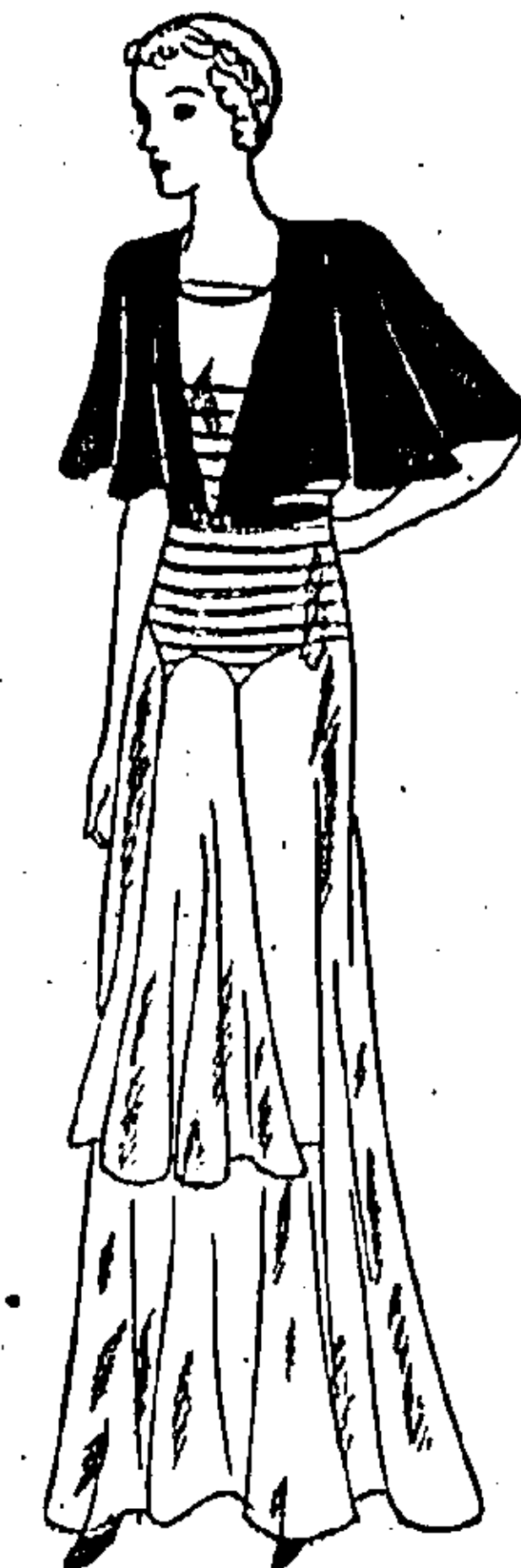
A dressmaker, who caught her heel in a defective metal tread of the station steps at Hanover and was badly hurt, sued the State Railway Co. for damages and a life pension, alleging that her consequent inability to conduct her business had led to bankruptcy.

The Hanover County Court found against the Celler High Court for her claim. The Supreme Court quashed the verdict of the High Court on account of the plaintiff's heels, which were between 2½ and 3½ high, and sent the case back with the following comment:—

"The High Court took the view that there was nothing culpable in wearing high heels and that the Railway Co. must reckon with a widely popular, even though foolish fashion, if public security demands. The defendants rightly reply that the plaintiff with her high heels should have descended the stairs with especial care, have used the railings or lifted her feet higher.... That high heels increase the danger of falling down stairs is without doubt and generally known."



unstretched wool to textile processes, because its structure is different; they provide, too, astonishing quantitative and numerical explanations of the well-known properties of wool fibres. But Mr. Astbury believes that they will be of even greater importance in biology for the information they give about the structure of matter built up by living organisms. — Manchester Guardian.



DANGER IN SLEEVES.

At one moment it looked as if sleeves might provide the dangers of too extreme fashions, but moderation has prevailed. Some are cut in with a yoke in Raglan form; others start their fullness just above the elbow, from which they suggest the leg-of-mutton mode, but very discreetly, and terminating in a neat wrist-band. In organdie and silk sleeves may become more fantastic.

Broderie anglaise can look very pleasing with insertions and frills of lace, either clinging to the arm or puffed above or below the elbow. A little decoration about the wrist can be dainty, especially in fragile fabrics. In the case of sleeves, there has been continually observed the great efforts made to ensure novelty, yet again and again women firmly, and wisely, return with unerring fidelity to that moulded, wrinkling shape that contributes to the slimming line and is helpful to the hand and any rings it may wish to display.

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AMUSEMENTS

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Prices: \$1.50, \$1.—, 60 & 30 Cents.

(excluding tax.)

"THE DESERT SONG" GLORIOUS SCREEN VERSION OF OPERA.

John Boles, who portrays the masterful glorious singing role of "The Red Shadow," has won the highest praise for his work.

One of the most affecting scenes in "The Desert Song," Warner Bros. Vitaphone operetta, showing at the World Theatre, is the love taking between the mysterious Red Shadow and his hand of Riff followers, by whom he has been condemned to banishment into the desert, with neither food nor water, and no arms except his own broken sword. There is a great bond of affection between the leader and his men, but he has refused to meet the French General Birabeau in single combat—knowing him to be his father—and the law of the tribe is inexorable.

The story of "The Desert Song" is full of heart throbs, many of which are based on the love of the Red Shadow for Margot, the French girl who is strangely attracted by the masked bandit chieftain, but has no eyes for his other self, Pierre Birabeau.

John Boles and Carlotta King are seen as the Red Shadow and Margot, respectively, and other important members of the all-star cast are Louis Fazenda, Myrna Loy, John Miljan, Johnny Arthur, Marie Wells, Jack Pratt, Edward Martindel, Robert E. Guzman, and Otto Hoffman.

"IT"

She calls it "IT," just simply "It."
That is the word they are using now
For that improper fraction of vague attraction
That gets the action somehow!
You've either got, or you have not
That certain thing that makes 'em cling.
So if the boys don't seem to fall for you
Give up and quit, you'll never hit
If you have not—got—IT!

RIFF RIDING SONG.

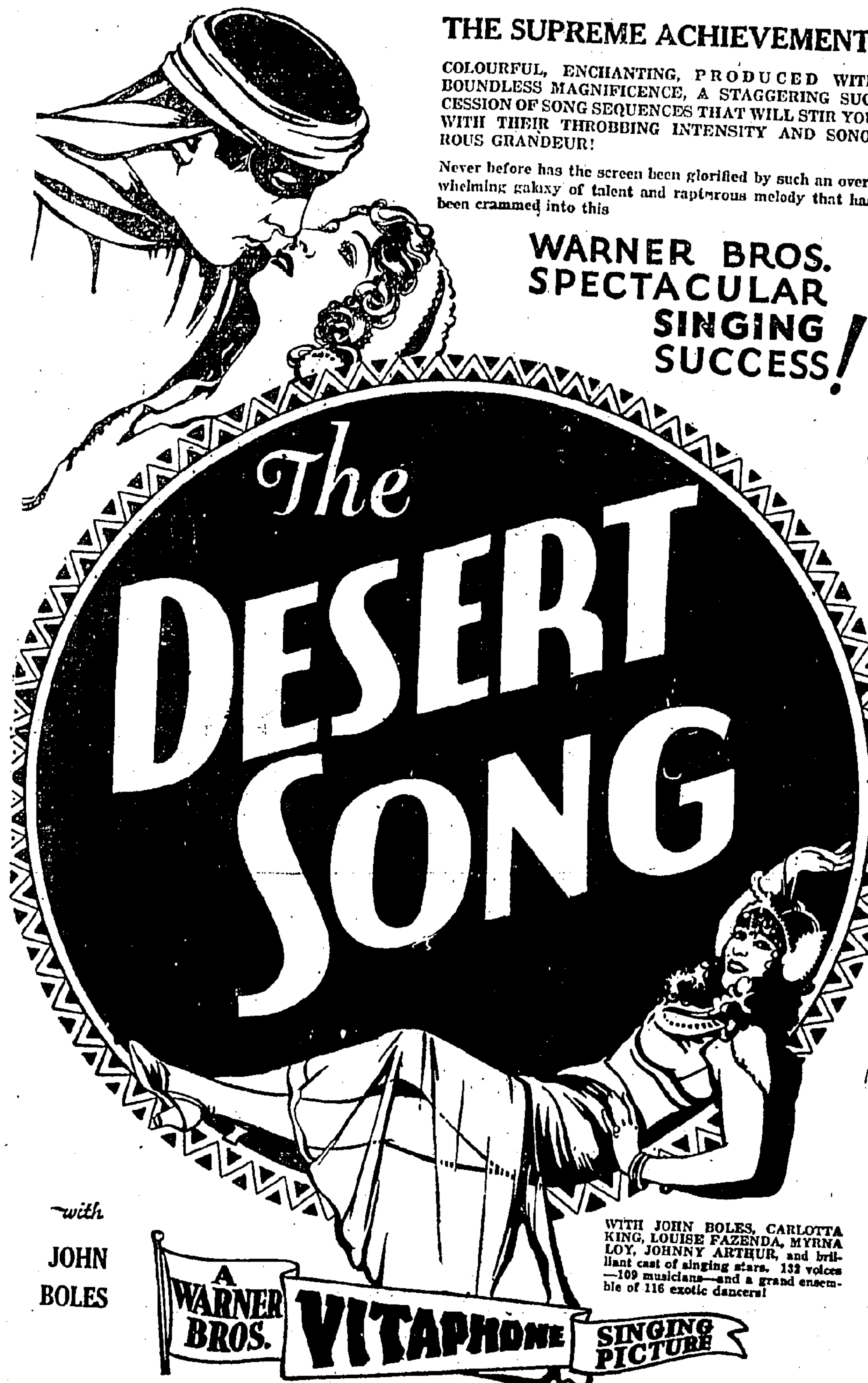
Ho! So we sing as we are riding
Ho! It's a time you'd best be hiding
Low—it means the Riffs are abroad.
Go! Before you've bitten the sword—
Ho! That's the sound that comes to warn you
So! In the night or early morn you
Know if you're "the Red Shadow's" foe,
The Riffs will strike with a blow
That brings you woe!

THE SUPREME ACHIEVEMENT!

COLOURFUL, ENCHANTING, PRODUCED WITH BOUNDLESS MAGNIFICENCE, A STAGGERING SUCCESSION OF SONG SEQUENCES THAT WILL STIR YOU WITH THEIR THROBING INTENSITY AND SONOROUS GRANDEUR!

Never before has the screen been glorified by such an overwhelming galaxy of talent and rapturous melody that has been crammed into this

WARNER BROS.
SPECTACULAR
SINGING
SUCCESS!



ONE FLOWER IN YOUR GARDEN.

If one flower grows
Alone in your garden,
Its fragrant sweetness
Will soon pass away.
If one flower grows
Alone in your garden
Soft petals blooming
Must wither some day.
Love's bowers
Should be overflowing,
With sweet passion flowers
Of varied perfume;
So gather your
Precious collection,
A harem of blossoms,
Love's fire to consume.

ONE ALONE.

Lonely as a desert breeze
I may wonder where I please
Yet I keep on longing,
Just to rest a while,
Where a sweetheart's
Tender eyes,
Take the place
Of sand and skies,
All the world forgotten
In one woman's smile.
One alone to be my own,
I alone to know
Her caresses . . .
This would be
A magic world to me,
If she were
Mine alone—

BEDOUIN LOVE SONG.

BAYARD TAYLOR.

From the desert I come to thee
On a stallion shod with fire;
And the winds are left behind
In the speed of my desire.
Under thy window I stand,
And the midnight hears my cry:
I love thee, I love but thee
With a love that shall not die.
Till the sun grows cold,
And the stars are old,
And the leaves
Of the Judgment Book unfold!
My steps are nightly driven
By the fever in my breast,
To hear from thy lattice
breathed
The word that shall give me
rest.
Open the door of thy heart,
And open thy chamber door,
And my kisses shall teach thy lips
The love that shall fade no
more.
Till the sun grows cold,
And the stars are old,
And the leaves
Of the Judgment Book unfold!

NOT HOKUM!

22 PRE-RELEASES IN AMERICA
DOUBLING ALL-TIME BEN HUR RECORD

"TRADER HORN"

DON'T BE STAMPEDED INTO PARTING WITH YOUR "SHECKELS"—SAVE
THEM FOR THE PICTURE. IMITATED BUT IMPOSSIBLE TO EQUAL.

SHOWING SIMULTANEOUSLY AT QUEEN'S - STAR - WORLD COMMENCING THURSDAY



COMING SOON
FIRST CHINESE "TALKIE."
MISS BUTTERFLY WU
IN
"THE SINGING PEONY"

CENTRAL THEATRE

COMING SOON
FIRST CHINESE "TALKIE."
"THE SINGING PEONY"
PRODUCED IN SHANGHAI.

"ANYBODY'S WAR"

Among the many things—such as corn likker, chewing gum, Gideon bible, "hot rust biff sandwiches," and celloid collars—which are indigenous to the United States, black-face comedy is the most typical and important, in the opinion of Moran and Mack.

These two gentlemen of the realm of burnt cork have made a thorough study of the history of Negro minstrelsy, and they are in a position to know what they are talking about, as their comical antics in "Anybody's War," the hilarity-riot at the Central Theatre.

Blackface comedy achieved its instigation and success in America because it was here that the transplanted African came into contact with the transplanted European, way the Two Black Crows.

The first actor to play a dusky part was George W. Dixon. But he was surrounded by whiteface actors and therefore the "father of minstrelsy" is generally said to have been Thomas D. (Jim Crow) Rice.

Rice took his characterisation from an old Negro, and working without support of persons of another colour, made the Jim Crow character a sensation both in song and dance. He is credited with having started Joseph Jefferson on his great career as the foremost American actor of all time. When Jefferson was but four years of age, Rice used the tot in a blackface counterpart of himself at a benefit performance.

Rice introduced his Jim Crow character in 1823 and then carried minstrelsy into England in 1826 to score a tremendous hit.

Early in the forties Negro minstrelsy as it is known to-day was

born. Dan Emmett, Frank Brower, Billy Whitlock and Dick Pelham, entertaining themselves in a New York boarding house with songs, banjo, tambourine, and bones conceived the minstrel show idea. In 1848 they formed "The Virginia Minstrels." The style they employed is still in use to-day.

Emmett wrote a number of popular songs for his minstrel show. Among them was "Dixie," which was used as a "walk-around." Later it was introduced by another actor at a burlesque in New Orleans. It became popular there and the Louisianians carried it into the Civil War. It soon became the Confederate war song.

From the close of the war until about 1900 minstrel shows were a vital factor in the show business. Around 1870, to 1890, Broadway had frequently five shows running simultaneously. Dozens of troupes toured the country.

Famous minstrel troupes of the past included: Buckley's Serenaders, Dan Bryant's San Francisco Minstrels, Kelly and Leon's Minstrels, The Callender Minstrels, George Primrose and Billy West, Jack Haverly's Shows, The Skidmore Guards, White's Kithen Minstrels, his Virginia Serenaders and his New York Minstrels, Neil O'Brien's Minstrels, Al G. Fields' Companies, Tony Pastor, Thatcher, Wood, and troupes carrying the names of Backus, Birch, Bailey and Sweetman.

Other famous names of this entertainment include: George W. Dixon, Andrew Mack, Lew Dockstader, Al Jolson, Eddie Leonard, McIntyre and Heath, George Wilson, Gorman Brothers, Rice and Browers, "Lassus" White, Johnny Wild, Lew Benedict, "Honeybody" Evans, "Happy Cal" Wagner, the five Swor Brothers and Dan Collyer.

TO-DAY ONLY

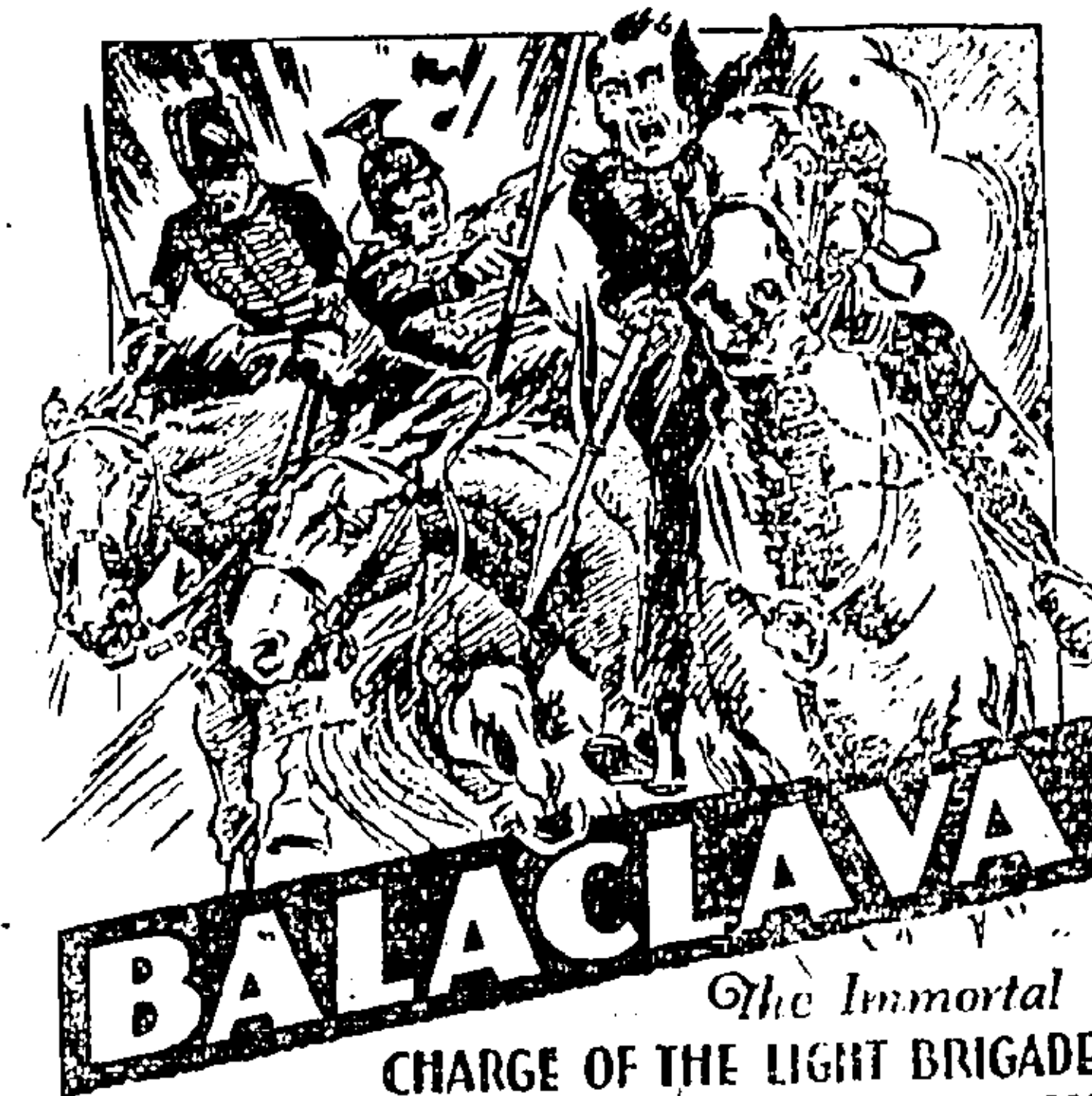


Absolutely new and original
from first scream to last!
Radiohead's fun favourites as
you've never seen or heard them
before!

THE TWO BLACK CROWS

IN
"Anybody's War"
A Paramount Picture
with
NEIL HAMILTON
JOAN PEERS.
directed by
RICHARD WALLACE.
ALL RIOT ON THE
BLACKFACE FRONT!

COMING SOON A BRITISH PICTURE

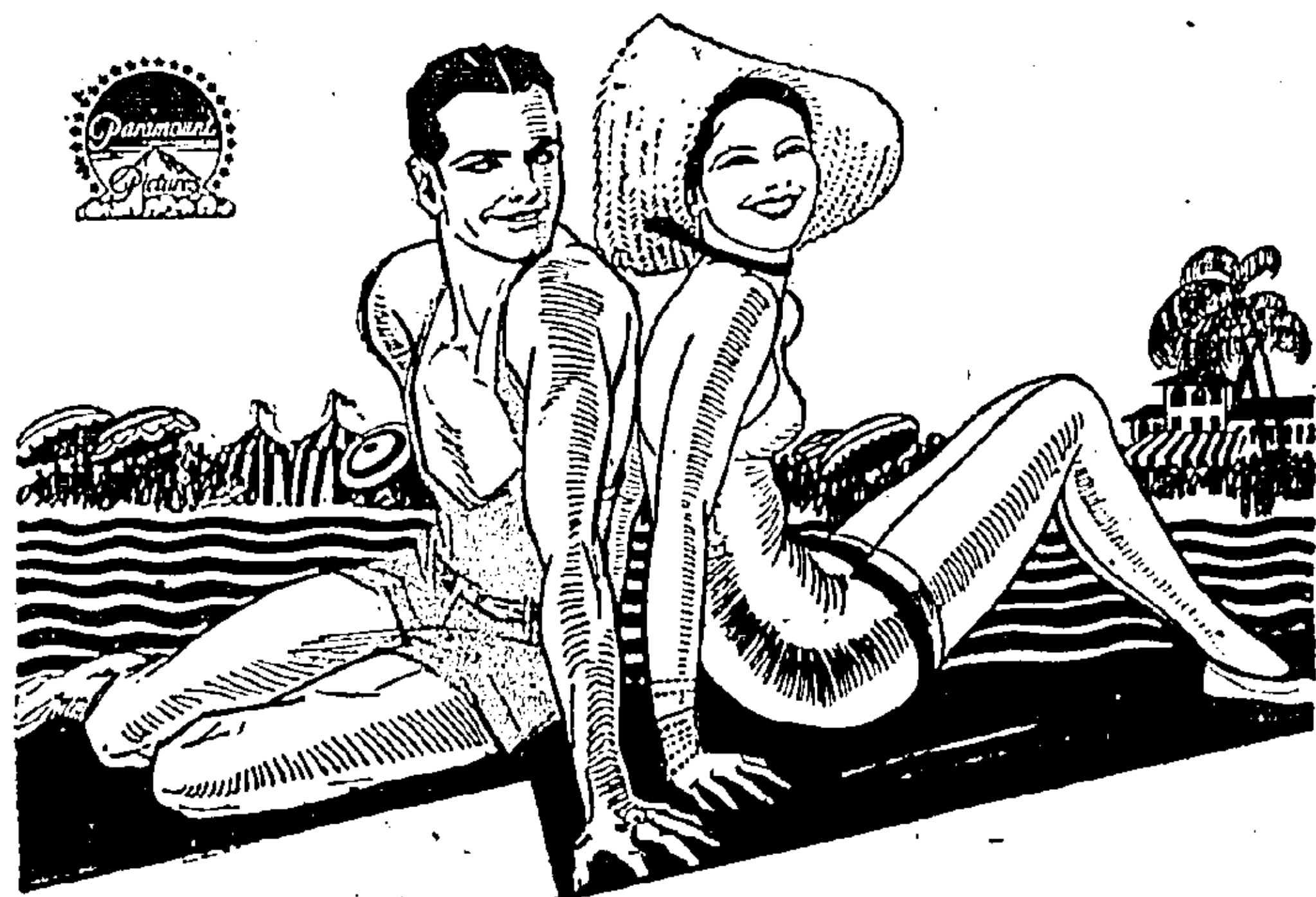


"Balaclava" is much more than mere cinema entertainment, excellent though it is in that respect. It reconstructs, as only the screen can do, one of the most tragic, yet splendid, stories of British arms. It has been contended that the significance of the Charge of the Light Brigade has been exaggerated out of all proportion to its real value; that it was a mere incident in the Crimean campaign; that the charge of Scudell's Heavy Brigade had results infinitely more valuable. Granting such contentions, it still remains true that the Charge of the Light Brigade — immortalised by

Tennyson—was a brilliant example of heroic endeavour, was an episode that staggered two opposing armies, thrilled the civilised world, and has become a priceless British heritage to which this fine picture does well to give graphic form seventy-six years after the deed of the Noble Six Hundred. But the picture is in no sense simply a reconstruction of the famous charge. A particularly attractive "human interest" story leads up to the thrilling climax. "Balaclava" was made by Gaumont-Borrough Pictures and presented by Gaumont British Picture Corporation, Ltd.

STARTING MONDAY

EMOTION STIRRING ROMANCE DRAMA
OF CHILDREN AND DIVORCE



from
Edith Wharton's Revealing Novel
"THE CHILDREN"
Spectacular! Daring! Thrilling!
with

Mary Brian
Lilyan Tashman
Kny Francis
Frederic March
Huntley Gordon
William Austin

and six of the most adorable children
Directed by Lothar Mendes.

THE MARRIAGE PLAYGROUND

Smart society at love and play.
See and hear the dizzy whirl of love, marriage, divorce in
fashion's pleasure haunts.

"MARRIAGE PLAYGROUND"

The greatest opportunity for screen children in featured roles since the advent of all-talking pictures is afforded by Paramount's "The Marriage Playground" with Mary Brian and Frederic March.

Here six children share dramatic honours with a cast of thirteen adults. As members of the complicated Wheaton family, created by Edith Wharton in her novel, "The Children," the boys and girls who play the younger brothers and sisters of Miss Brian provide a large portion of the dialogue and appear in practically every scene.

They are Philippe de Lacy, leading juvenile player of the screen; Anita Louise, twelve-year-old beauty; Little Mitzel, eight-year-old vodvil headliner; Billy Seay and Ruby Parsley, a pair of seven-year-olds who look enough alike to pass for twins; and Donald Smith, a nine-months-old baby.

Although they are very young, these players have had sufficient experience on the stage or screen to call themselves veterans. Even Donald Smith is no novice, having appeared in a silent drama at the age of seven months. Little Mitzel, who has had her name in electric lights for the past two years, is making her motion picture debut in "The Marriage Playground."

Philippe is well known, his latest appearance having been in "The Four Feathers." Anita Louise played in "A Woman of Affairs" and other pictures. Billy Seay was the brother of Fanny Brice in "My Man." Ruby has appeared in a number of Christie comedies including "Tillie's Punctured Romance" and "Tar Baby."

Paramount gave children their first "break" in featured roles in silent pictures in "Peter Pan." Now this same producing company gives youngsters their first similar opportunity in the new medium of the talking screen.

COMING SOON

The First All Talking Singing
Chinese Film Produced
In Shanghai

Miss BUTTERFLY WU

IN

"THE SINGING PEONY"

Produced By:

STAR MOTION PICTURE CO., LTD.

Recorded By

PATHE-ORIENT

Directed By

S. C. CHANG

Presented By

THE MASS PICTURE CO., LTD.

COMING



JACK MULHALL
IN
TWIN BEDS

SEE **MAJESTIC** HEAR
THEATRE
NATHAN ROAD, KOWLOON.
TELEPHONE NO. 57222.

COMING



Richard Barthelmess
IN
DRAG

SHOWING TO-DAY

The Best-Selling Story
in the World!

SEE

Louis Wolheim, as Koltzinsky, Lewis Ayres, as Paul Bourne, John Wray, as Sergeant Himmelfarb. See All of the characters you have read about—The French girls from across the canal, Paul's mother, Krupp, Mueller, Kimmerich, Tjaden—EVERYBODY, doing the things, feeling the things, LIVING the things you've read about.

ERICH MARIA REMARQUE'S
great story, adapted by Maxwell
Anderson. Continuity by Del
Anderson. Screen Play by
George Abbott.



Directed by
LEWIS MILESTONE
Produced by
CARL LAEMMLE, Jr.
Presented by
CARL LAEMMLE

**ALL QUIET ON THE
WESTERN FRONT**

WAR HUMOUR HAS BIG PLACE IN
"ALL QUIET," SAYS WOLHEIM,
FAMED ACTOR.

"Why ask me to talk about myself in connection with 'All Quiet on the Western Front'?" asked Louis Wolheim, who plays the leading role in the huge production. In answer to a question as to his reactions after playing for more than three months in the making of the Universal super production which is now at the Majestic Theatre.

"Never in my experience in screen work was there gathered such a group of directors, cameramen, technicians and actors in the making of a big picture," said Wolheim. "They seemed to realize they were making a world-sweeping screen epic."

"Every person engaged in the production sensed that he was a part of a huge organization engaged in the task of giving to the world something different. No person had an axe to grind. There was no propaganda. There was simply a great urge to present honestly, in word and spirit, this astonishing literary production."

"Never in all my picture experience," he continued, "have I seen such honest and steadfast labour to reproduce for the screen a great work, carried out without consideration of personal moods or ambitions."

"The seasoned character actor admitted that the part of Koltzinsky in 'All Quiet' was the most ambitious he ever attempted. He intimated that the character was, in many respects, one of the biggest ever portrayed before the camera."

"During the filming of the book we learned many things and proved many things. One was that wherever men find themselves thrown together, even in war, humour has its place. This is especially true of war. If there had not been humour during the war men would have killed themselves rather than go through with the struggle. This fact was not overlooked in making 'All Quiet on the Western Front,' where the miseries of war conditions are relieved by swift flashes of fun and laughter."

COMING!

SAM SAX PRESENTS



WITH
ARTHUR LUBIN
ALICE DAY
AND AN ALL
STAR CAST
DIRECTED BY
JOSEPH CAMPBELL

35 BIG SETS BUILT FOR

"ALL QUIET" PRODUCTION.

QUARTER OF MILLION DOLLARS LITERALLY "SHOT TO PIECES"
AS WHOLE VILLAGES, SPECIALLY CONSTRUCTED, DESTROYED
IN PICTORIZATION OF REMARQUE'S MASTERPIECE.

COMPLETE CAMP FOR THOUSANDS IN PICTURE.

A quarter of a million dollars was literally "shot to pieces" in the making into a motion picture Erich Maria Remarque's penetrating book of the World War, "All Quiet On The Western Front," Universal's all-talking super production which is now at the Majestic Theatre.

The quarter of a million represents the cost of specially constructed buildings, whole villages of them, blown to fragments and dust with explosives to depict the devastation wrought by furious, unceasing bombardments.

The first to be destroyed was a French village, a perfect replica of a northern France hamlet caught in the cross-fire of battle. The village covered ten acres of ground, extending back from a railroad on which ran specially built German Red Cross trains of the 1914 period.

Representing a captured village, the streets were filled with 750 German soldiers when it was put under fire of the enemy guns. When the destruction ended the village was a mass of ruins. The buildings were blown up with planted explosives, touched off by electricity, while blank shells burst in the air.

Among the other scenes in which buildings were destroyed beyond salvage were two in which reproductions of French churches went hurtling in the air, a shower of dust and debris, along with surrounding cottages.

Thirty-five different settings were built for the picture at a cost of \$408,500. Five hundred and thirty-five thousand feet of lumber and five carloads of building plaster together with tons of other material went into the construction work.

The battle scenes were made on a reproduction of the western front covering 946 acres on the Ivinge Park, close to the Pacific

Ocean, 60 miles southeast of Los Angeles, a "location" without parallel in pictures. Here, in addition to miles of trenches, Universal constructed a complete camp to house the 1585 players and workers for the two months they worked on the battle scenes.

The camp consisted of 75 sleeping and living tents along well-lighted street lined with sidewalks. Each tent was equipped with electricity and provided with running water. A huge frame mess hall, serving three hundred at a time, and buildings for wardrobe and dressing were constructed.

Power for the lighting of the camp and for the operation of the photographic equipment on the battleground was brought in over two miles of pole lines which Universal had to erect while more than five miles of water lines were laid. Excessive quantities of water were needed for the dousing of the battle ground to give the effect of rain-soaked France.

The trenches—German and French—were dug with machines. Two gravelled roads, both a mile in length, were built for the operation of Universal's huge camera crane from which most of the spectacular battle scenes were photographed.

Five hundred and thirty-five trees were transplanted for the picture. The trees were purchased by Universal at various places near Los Angeles—trees that had been condemned by the Forestry Department—care being taken to see that they were trees of the kind that grew in France—and hauled to the different locations. Two hundred and forty of these trees were blown to splinters in one scene showing the German troops advancing through a shell torn forest. Ten miles of barbed wire was strung on the battlefield. A half mile of railroad was laid for various scenes.

NEXT CHANGE

**THE
ISLE OF
LOST
SHIPS**

ROMANCE AND ADVENTURE
THAT WILL STIR YOUR
BLOOD.

A GIRL AS THE PRIZE OF
BATTLE.



MYSTERY, ROMANCE, PERIL AND
PASSION ARE THE KEYNOTES OF
"THE ISLE OF LOST SHIPS."

MOST STARTLING OF ALL SCREEN DRAMAS HOLDS AUDIENCE
SPELLBOUND AS PLOT UNFOLDS IN STRANGE SARGASSO SEA.

No producer has dared to be so imaginative and succeeded in being likewise so strikingly realistic and convincing as the producers of "The Isle of Lost Ships," since the time when the same company sponsored "The Lost World."

That, perhaps, explains why this First National-Vitaphone offering at the Majestic Theatre this week is so refreshing and thrilling. It takes a very striking romantic and dramatic situation, shipwrecks all the characters, and plunges them, drama, romance and all, into the world's still unexplored, enigmatic region—the Sargasso Sea.

For Virginia Valli and Jason Robards (the lovers of the story) and Robert O'Connor (who plays a detective), the Sargasso Sea proves to be inhabited. There's a little colony there under the rule of an ex-whaling ship captain, portrayed by Noah Berry. Fifty men and two women make up the colony.

While the story is awesomely imaginative, unlike "The Lost World," it is based upon scientific fact. For this reason it is more likely to intrigue and entertain every sort of person. And the fine histrionic efforts of the actors, and the treatment given the plot by Director Irvin Willat, entitle it to first consideration by anyone on the grounds of sheer entertainment quality.

Mr. Willat has filled his cast with picturesque characters, some of whom may some day regard "The Isle of Lost Ships" as a landmark in their rise to fame. The scenic values of the island of seaweed and derelict ships are immense. So is the artistic quality of the photography and technical work, which reproduces miles of wrecked ships of every century back to the Spanish galleons.

Of course, the director did not neglect the big opportunities afforded for thrilling action. We're even taken below the surface of the sea for a submarine ride! The love affair is novel and satisfying, and the picture also abounds in humour.

Everyone's voice is splendidly recorded and very effective drama.

duced, every one so very naturally, assist wonderfully in making the most imaginative parts of the film credible and satisfying.

"The Isle of Lost Ships" is a film about which we must repeat that oldest, most backneyed adage: "You can't afford to miss it." It's different. It's artistic and imaginative and adventurous. And above all, it's highly entertaining.

You will long remember how it held you spellbound.

"ISLE OF LOST SHIPS" REVEALS
OCEAN WONDERS.

When Columbus, making that celebrated East-to-West hop in 1492, encountered a vast world of seaweed so thick that it impeded the progress of his vessel, his men became frightened.

To avoid it, he veered North, and so discovered islands off the coast of North America, instead of the South American mainland.

Since that time, the Sargasso Sea has been both a scientific truth and a legend. The only deliberate attempt to explore it, and prove that, as theory has it, a veritable solid floating island of seaweed and wreckage exists at its centre, was made a century ago by the famous Friedrich von Humboldt. His scientific expedition found land animals and wreckage, such as floating trees, from three continents there, but he could not penetrate the centre.

"The Isle of Lost Ships," a First National-Vitaphone special film coming to the Majestic Theatre soon, has with sight and sound penetrated the enigma. Highly dramatic and imaginative, this picture nevertheless is based on scientific fact. Great pains were taken in research to make the background for the fast-moving, enterprising story scientifically accurate. As a result, the filmed truth is even stranger than the fiction of the plot.

Irvin Willat directed this big all-star feature. Virginia Valli, Jason Robards and Noah Berry head the

SHOWING TO-DAY

AT

2.30, 5.10, 7.15 & 9.30 P.M.

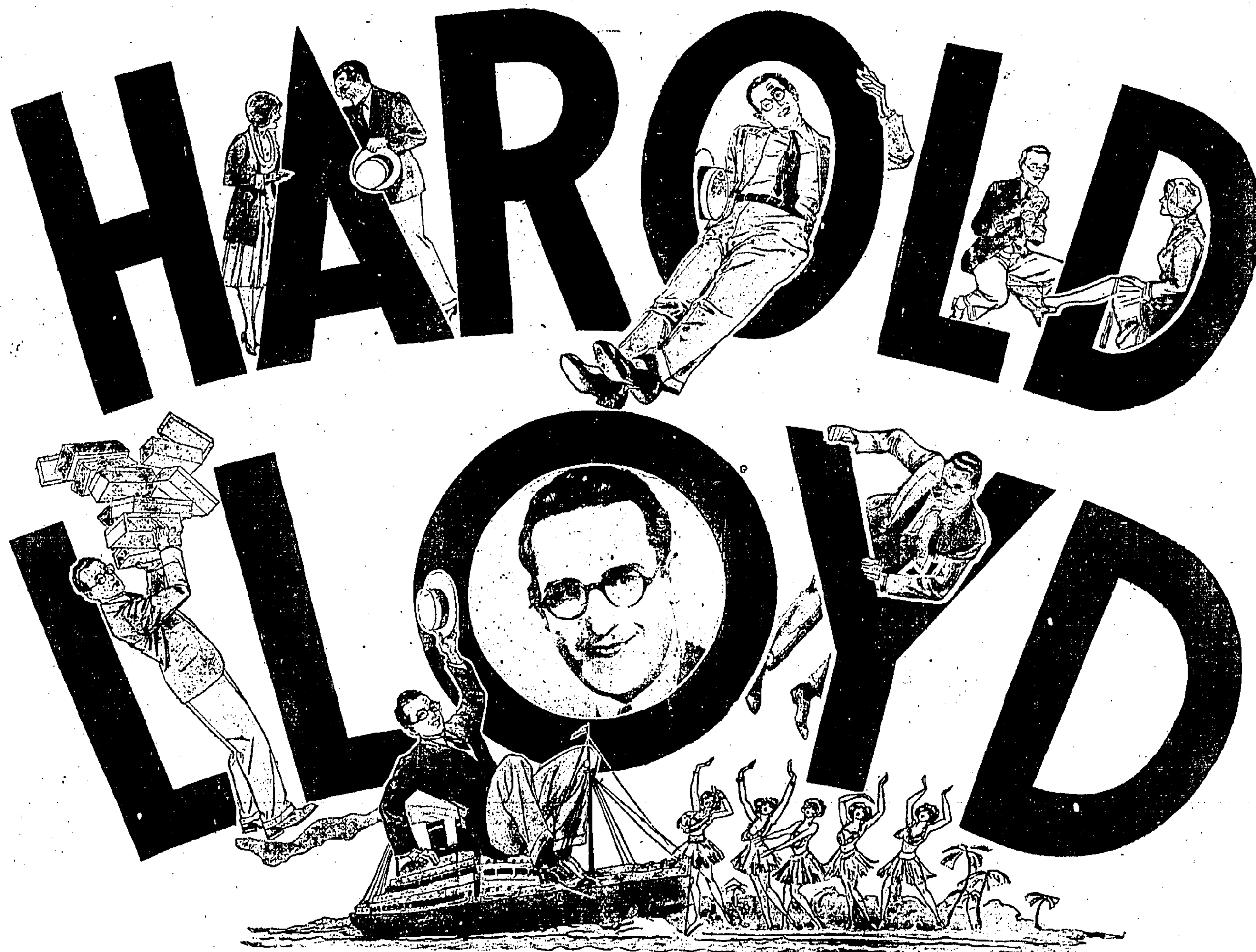
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"FEET FIRST"

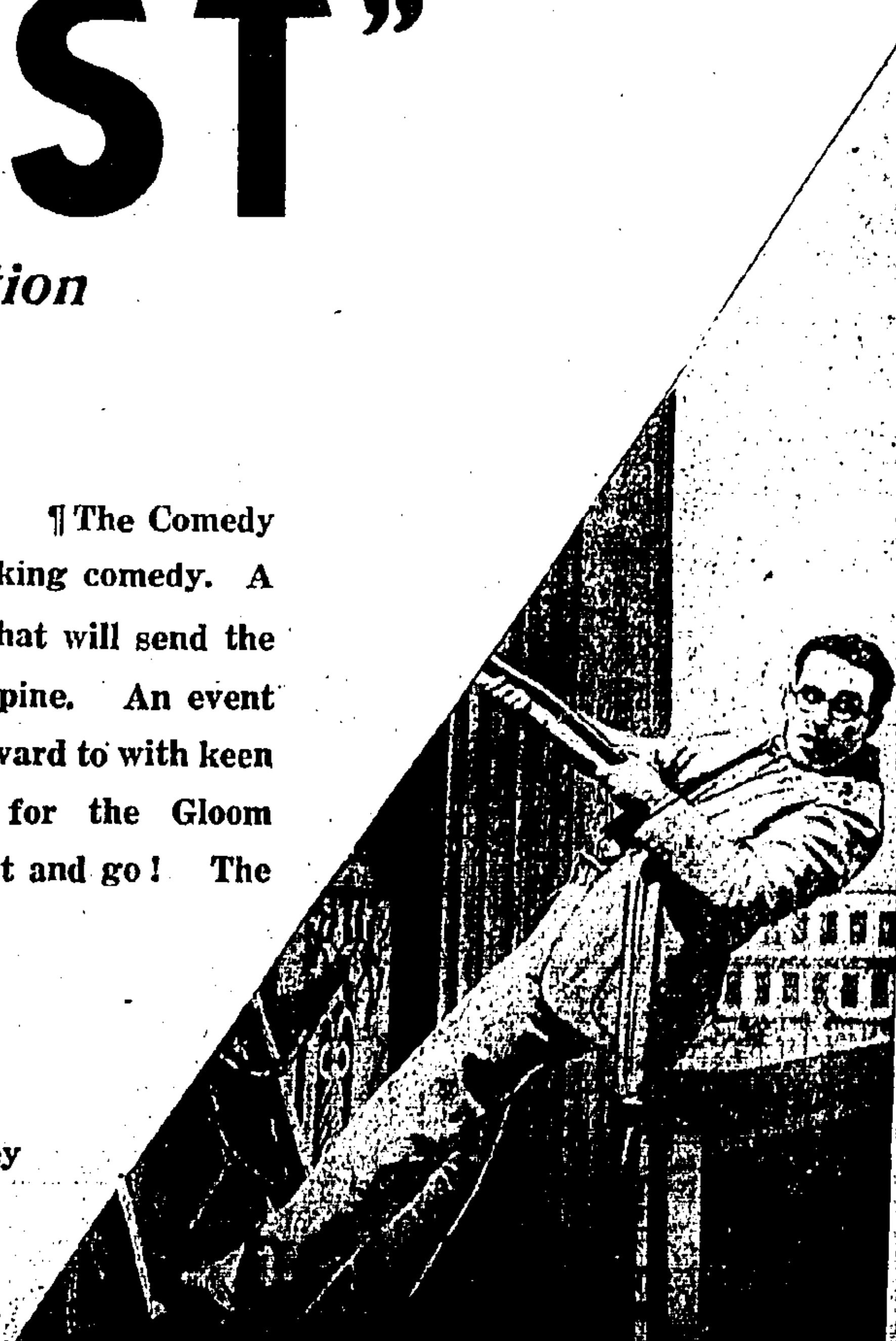
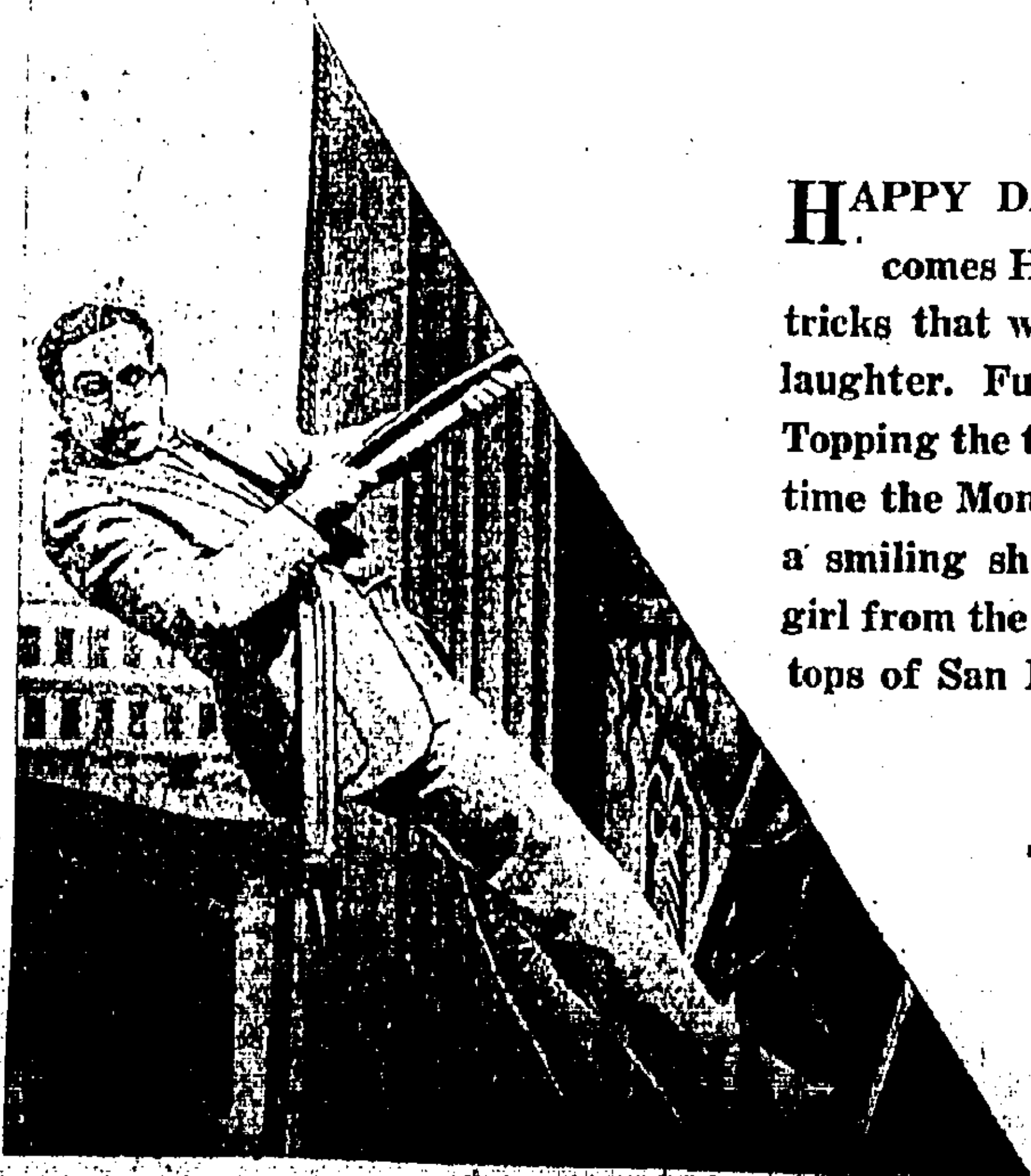
Produced by Harold Lloyd Corporation
A Paramount Release

HAPPY DAYS are here again! Here comes Harold with a brand new bag of tricks that will make your sides ache with laughter. Fun no end. Action every second. Topping the thrills of "Safety Last." ¶ This time the Monarch of Mirth comes to you as a smiling shoe clerk pursuing a beautiful girl from the beach of Waikiki to the house-tops of San Francisco. Charming Barbara

Kent is again the heroine. ¶ The Comedy King's second big all-talking comedy. A high and dizzy romance that will send the chills up and down your spine. An event the whole family looks forward to with keen anticipation. ¶ Get set for the Gloom Destroyer of 1931. Get set and go! The laugh of the year.

The special **COOLING PLANT**

is **NOW WORKING.** Patrons will find that they may view future screenings under the most pleasant and comfortable conditions — even during the **HOTTEST DAY** in the Summer.



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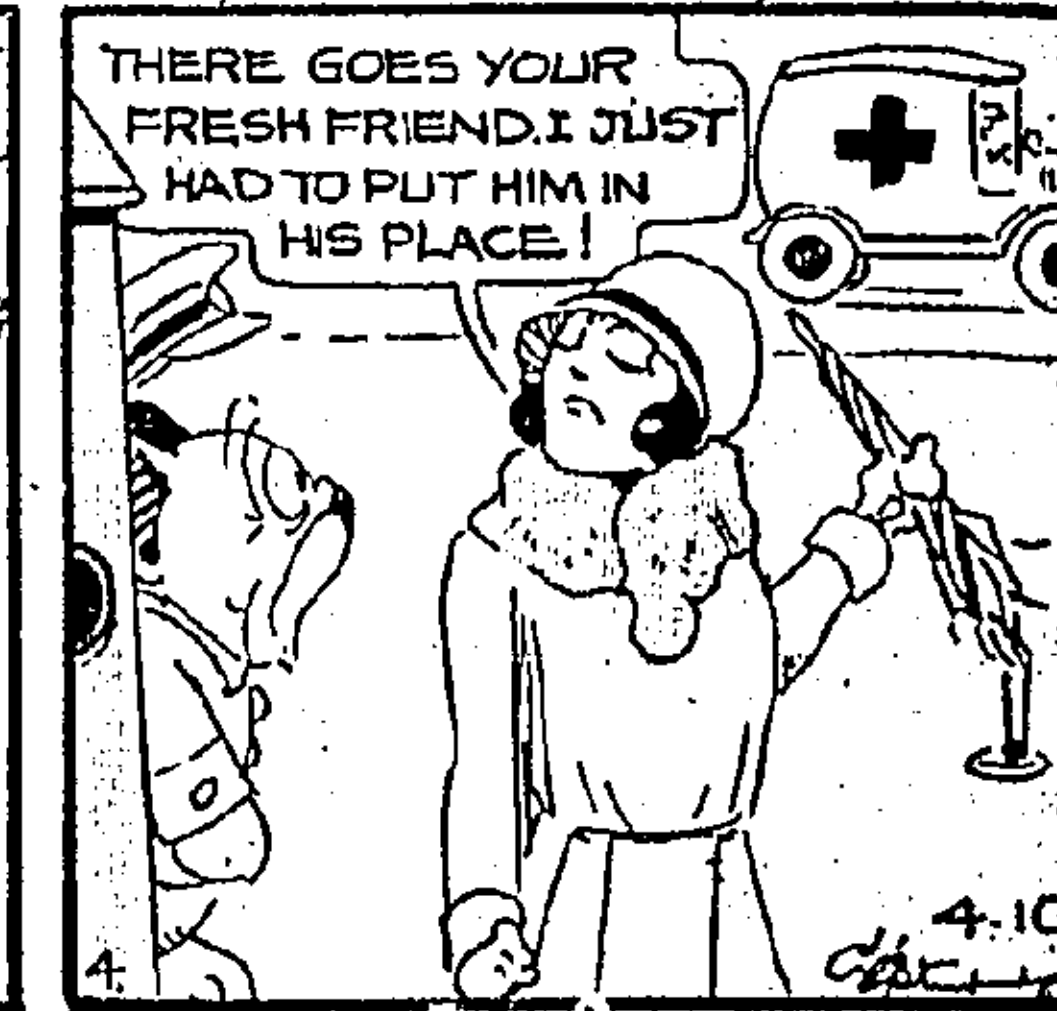
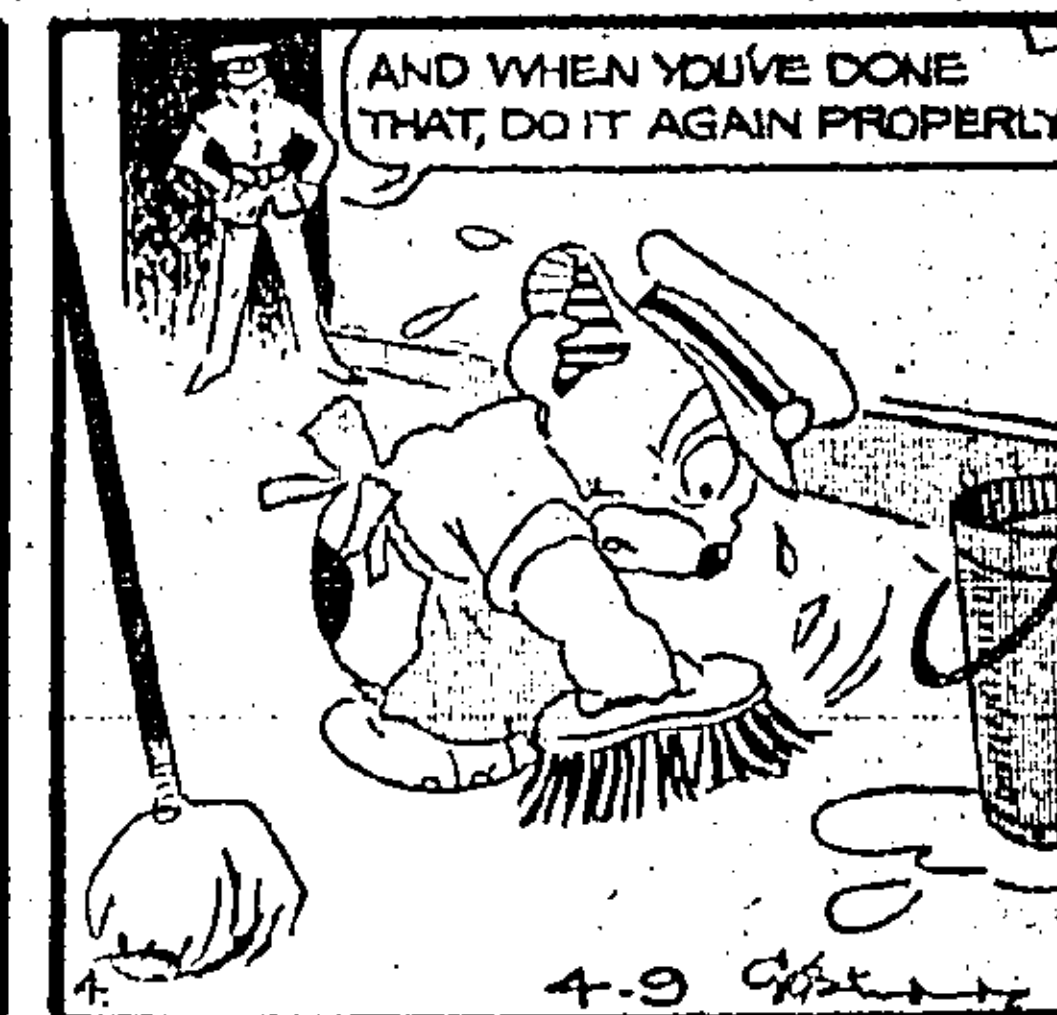
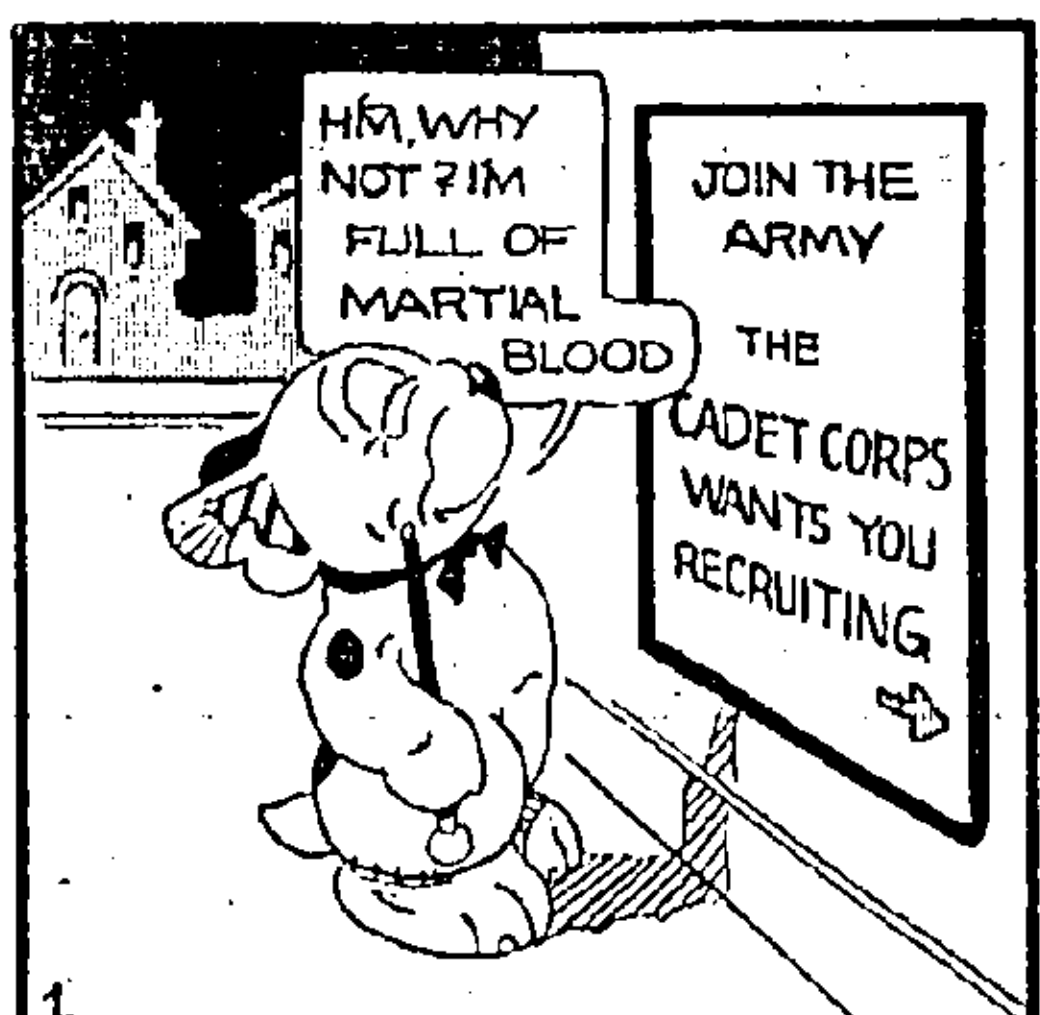
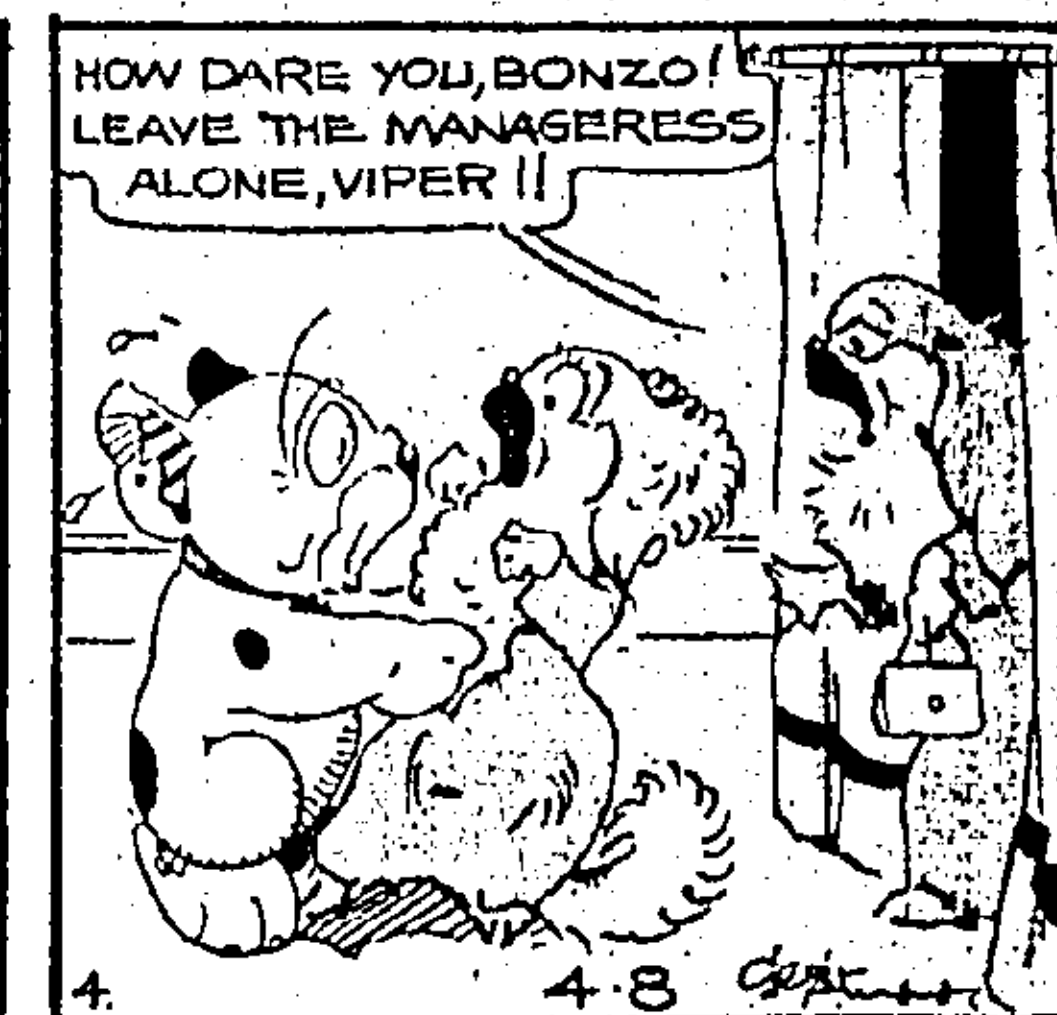
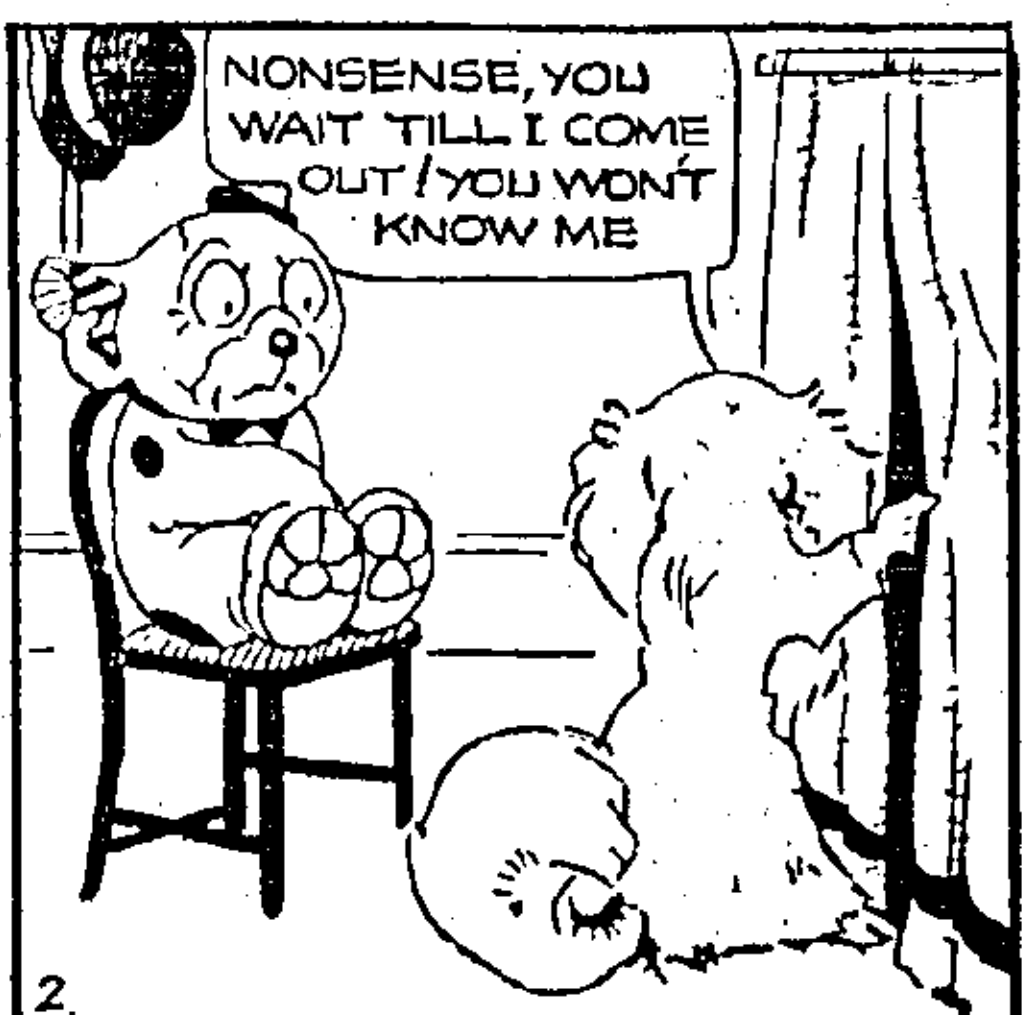
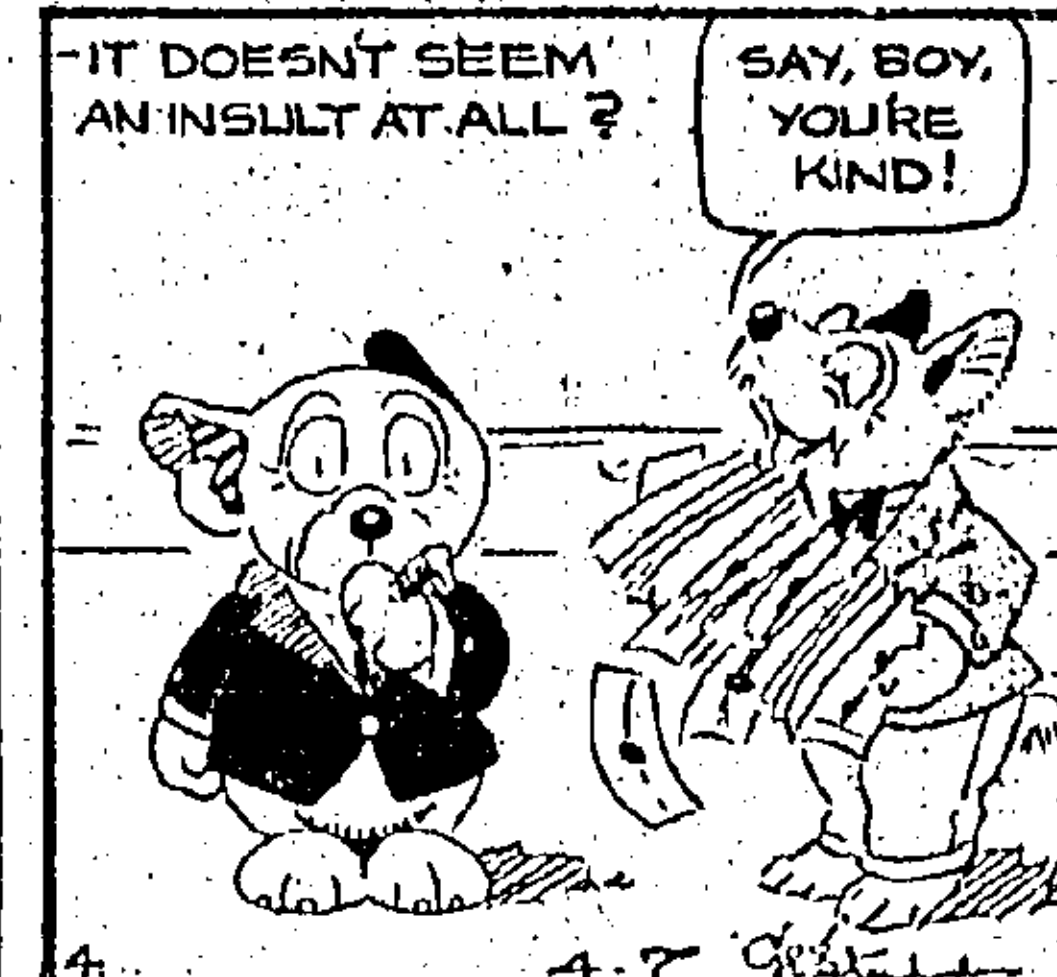
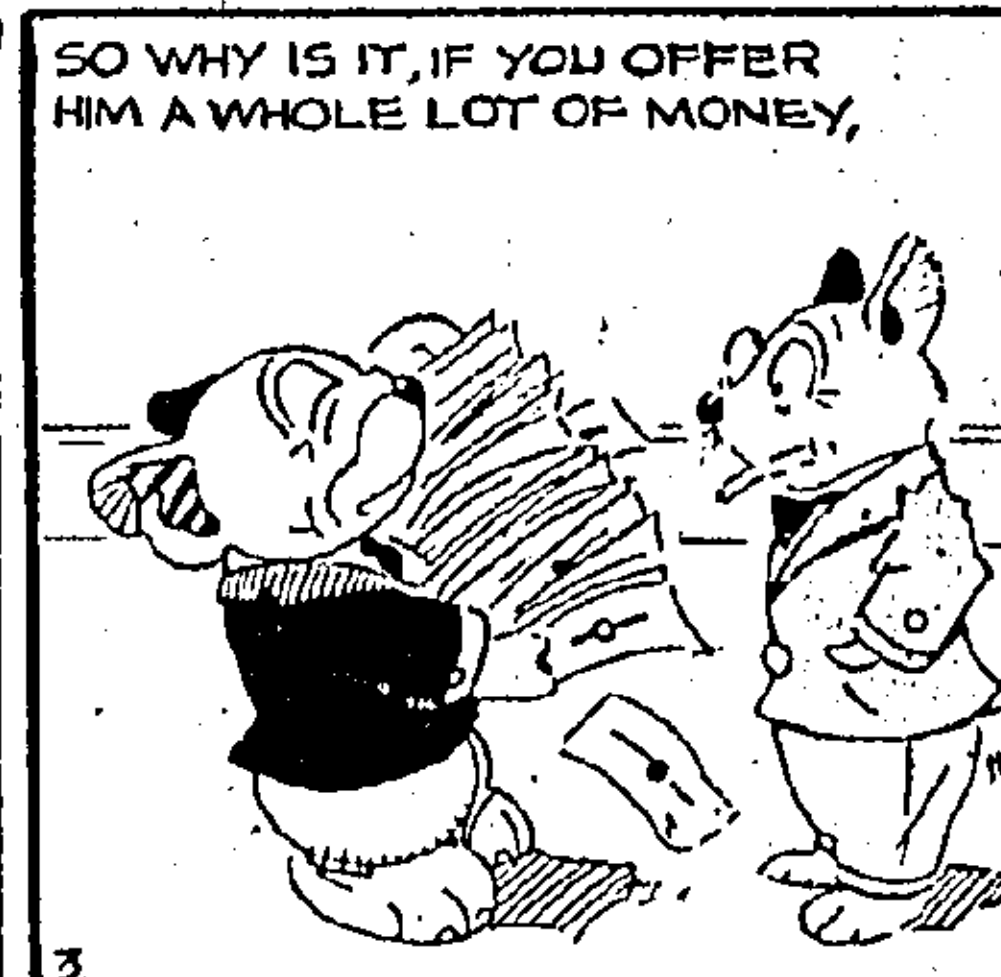
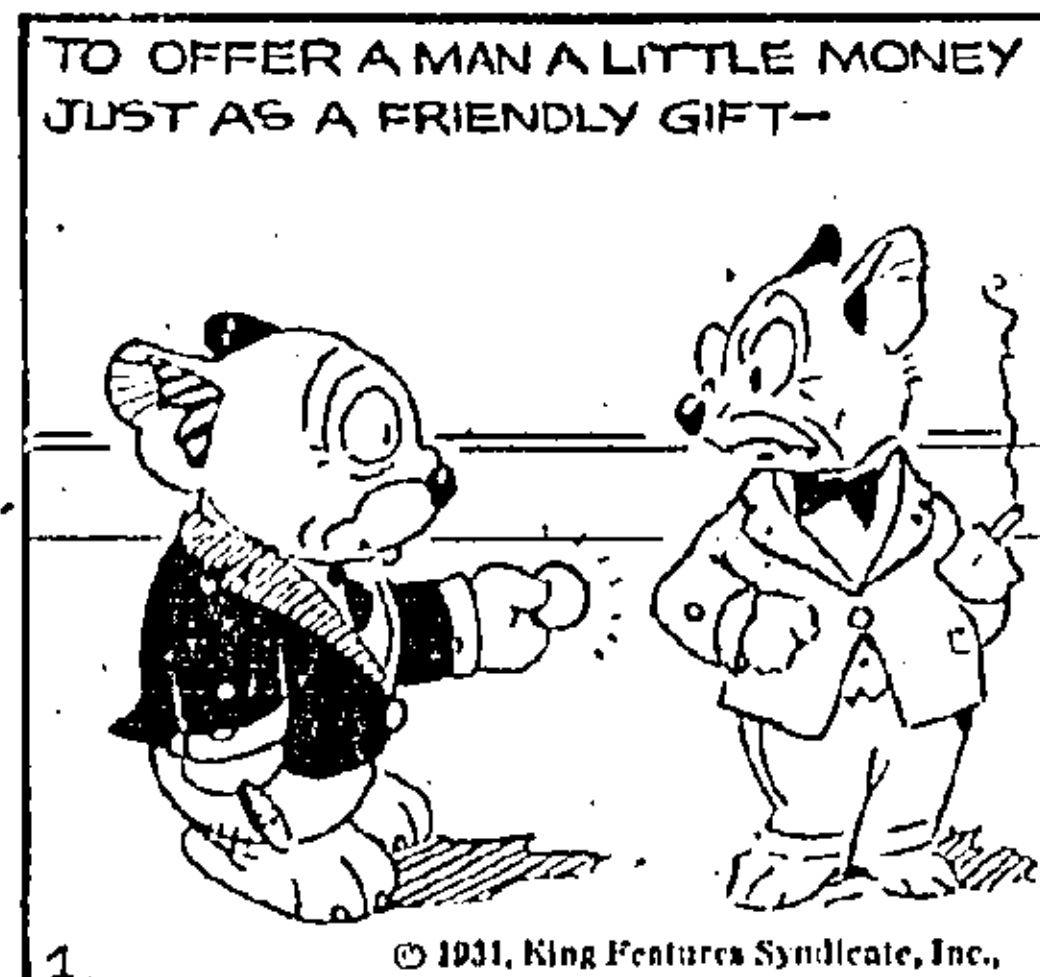
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Gentlemen's silk Pyjamas, at \$6.00.
Silk Socks, all colours, at \$1.00.
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By George Studdy



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SUNSHADES
and
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\$9.50 to \$22.50.



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in
LISLE
ART SILK
and
PURE SILK
All the latest shades.
\$1.75 to \$12.50.

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NECKLACES & CHOKERS

We have just received a large selection of fancy bead necklaces and chokers. These are absolutely the latest and are very popular in London to-day.

PRICES

50 cts. to \$2.50 each.

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Your Coats and Frocks from
MOTH & DAMP.

The "Kleensak" Moth Bag

This black moth bag is impregnated with anti-moth solution. It is large enough to hold any garment, and its chemical preparation serves as an absolute protection against

DIRT, DAMP, & MOTH.

Price complete with hanger.

\$3.50 each.



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Fresh Consignments constantly arriving of Lace Collars, Cuffs, Fronts, Nightie Tops, etc., etc.

\$1.75 to \$4.50.



LADIES' HANDKERCHIEFS

We also keep a nice assortment of ladies' handkerchiefs in fancy boxes. Suitable for birthday gifts, etc. White and coloured, Plain and embroidered.

\$1.95 to \$6.50 Box.

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WHITE GODDESS AND HER CAPTIVE.—Edwina Booth, Harry Carey and Duncan Renaldo in "Trader Horn," the sensational drama of the jungle which will be screened by Hong Kong Amusements at an early date.



ROMANCE AMID THE PERILS of the Primeval Jungles is shown in the all-talker "Trader Horn" which will be screened here shortly. Duncan Renaldo and Edwina Booth are here seen in a scene from the picture.



LOVE AMIDST THE CHADLE OF SAVAGERY is one of the outstanding elements unfolded in the M.-G.-M. drama of African wilds "Trader Horn."



TALLEST SKYSCRAPER.—The Empire State Building, shown in the above picture, is the world's largest skyscraper. The contractors who constructed this building relied on Vacuum Oil Company products for the lubrication of all equipment.



BEAUTIFUL BANDIT.—One of the most charming of movie queens, Norma Shearer, the Metro-Goldwyn-Mayer star, poses for the camera in a picturesque Mexican costume.



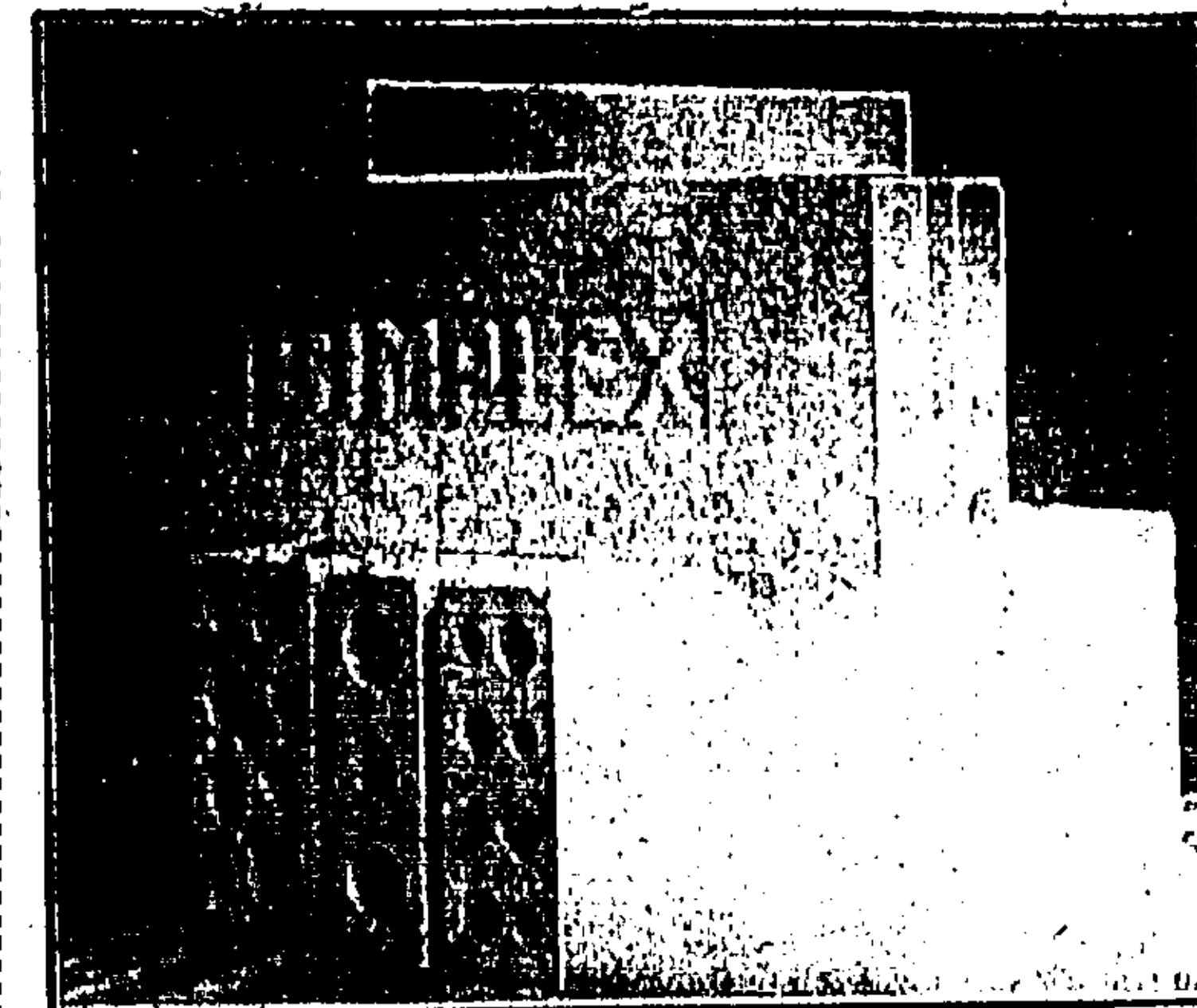
IN AFRICAN JUNGLES.—Scene from the Metro-Goldwyn-Mayer's adaptation from the famous book, "Trader Horn." Edwina Booth and Duncan Renaldo are here seen in a scene from the picture.



SMOLDERING TRIBAL WARFARE.—This was one of the perils encountered by the motion picture safari which invaded the wilds of Africa in the film "Trader Horn," a drama of the wilds which will be shown at the Queen's, World and Star Theatres this week.

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PICTURE OF AFRICAN ADVENTURE.—The two stars of "Trader Horn" in a scene from the M.-G.-M.'s vivid drama of Africa.



BRAVED DANGERS.—Edwina Booth, who stepped from the ranks of extras to gain one of the most important film assignments of recent years in "Trader Horn."

IN A QUIANT HOME TOWN

Reminiscences of a Dweller in
the Tropics.

PEN PICTURES RECALLED.

(By "Dipstick.")

In my mail to-day was a letter from a friend of other days. He commences by apologising profusely for his neglect in the matter of correspondence—which he need not do, for I am as big a slacker as he—and concludes by telling me of the modernisation of the town in which he lives.

"You wouldn't know Onsdon now," he informs me—enthusiastic and "bigger, brighter, better than ever. That is, of course, if you haven't already forgotten it!"

Have I forgotten it? I think not. Let me remember Onsdon.

The Birth of Onsdon.
Time was—and not so many years ago—when Onsdon's sole claim to fame were its magnificent Norman church—in a county famed for churches—and its ancient Hall, which at the present day has honourable mention in the most authoritative guide books. In those days Onsdon was content to be regarded as an offshoot of the old market town of Hollingbrough. Life ran smoothly under the administration of a Rural District Council, electric light was a sinful luxury, telephones anathema, and one solitary inn served alike for festival and forum.

Until one day, to the surprise, even possibly of its builders, the railway appeared. There has never been any cogent reason advanced why it should have done. It simply appeared. That is all. At any rate Onsdon acquired the added, if rather dubious, distinction of being the end of a branch line and in consequence, the beginning of a civic pride. The result was inevitable. Sharp-eyed business men discovered Onsdon, and in less than no time glaring red-brick factories began to spring up, to be followed by an hotel, a "picture palace,"—and—naturally—a Police Station. Onsdon had arrived.

Civic Spirit.
It is not well, however, when visiting this now thriving community, to dwell too long upon its beginnings. The residents, although polite enough to permit its mention—such is their modernity—will nonchalantly waft you into their Bluebottle Sixes (for Onsdon waxed exceedingly during the War) and drive you out in silent stute to the Golf Club, mute evidence of the march of Progress. Returning, they will point out to you the new Co-operative Hall, now under construction, the latest bank branch, the Star Theatre (100 per cent. talking and singing), and the offices of the Onsdon Argus, (with which is incorporated the Wingham Echo and Hopden Courier—published weekly at the offices, 5, High Street). You may indeed, should you have been sufficiently circumspect, be privileged to dine at the George. (Once The Hay Waggon, but completely modernised, and utterly ruined in the process), and after dinner to gather in the saloon bar with other local notables.

And here let it be said that should this latter boon be granted, be prepared to talk Big Business. For these be men who wear bowler hats, and talk of Bills, and Commissions, and Exchange. They ship to Foreign Markets, and not infrequently go Up to Town. Woe betide the unwary stranger who should attempt to talk of the price of hay and cattle feed—his place is in the tap room, or maybe over the way at The Old Cock, which is by general consent,—well, let us say less exclusive.

The Darker Side.
Of course, there are other lanes, of varying shades of respectability. In fact, in the course of a casual stroll, it is amazing how many there really are. But they all have their recognised clientele, and quickly size up any stranger within their gates. There is the Rose and Crown, the accepted rendezvous of sporting men—(Onsdon is represented in the various County Leagues, and has supplied amateurs—only—to the Cricket XI)—the Wilden Arms, (this for farmers), and others, including, it is rumoured, a dreadful place named the Beehive, where factory hands are understood to indulge in community singing at times of high festival. Of this latter resort little is definitely known in the charmed circle.

Social Problems.
Tempora mutantur... So is it in Onsdon. The advent of Progress saw the beginnings of the Social Complex. For let it be known that in Onsdon one is irrevocably Professional, Business, or Factory. There is no other degree. At one time there were Gentry, but Commerce has banished them to a London flat, their houses, also modernised, now being sold or let to money barons, whose wealth and generosity, has not, alas,—at least in the eyes of Onsdon—made gentle-

men of them. For Onsdon still clings to the good old British conception of a gentleman, who is allowed certain definite failings so long as he behaves himself in decent company. Money barons are expected to behave like ordinary mortals, their wealth, as is generally conceded, having been amassed by either wickedness or wedlock.

A Serious Dilemma.
It is on record that a serious question once perturbed the intelligence of Onsdon. It arose in connection with the social standing of the local bank manager. In the earlier days, of course, there was very little to worry about, the staff of the County Bank being composed for the main part of the duller-brained sons of local families, of whose social status, and mental deficiency there was no question. But the new order of things, when the County Bank was "absorbed," brought troubles in its train. Was the manager Professional or Business? was the query puzzling every one—every one that counted, that is. It is gratifying to think that after turning out for the County XV the manager received official Professional recognition, thus making Onsdon safe for bank managers.

Breaking The Bounds.
Although as a general rule Onsdon residents do not venture outside their particular social circle, they must, in this democratic age, meet now and again, in times of stress and strain. On Armistice Day, for instance, all distinctions are cast aside. Ladies of high and low degree sell poppies together, and the men of the British Legion branch, headed by the President, a greaser who never saw an angry shot fired, march together to the Memorial at the head of the green, opposite the grey old church. And it is then that the spirit of Onsdon of old hovers over the gathering, for the church's slender tower dominated the winding main street, and her old walls, at times such as these, pulsate to the memory of those who sallied forth in her defence throughout the ages, since first the Crusaders received her blessing.

How many sleep in far-way fields? And oft-times, the old church sleeps too, dreaming of her beloved children—proudly, tenderly dreaming. Behold, then, on such a day, the white-robed pastor looking down from the high bank of the churchyard upon his flock. In truth, a mixed one, whose collective mentality, or lack of it, he has never yet properly understood. His fate it should have been to lead an austere army along the broad and well-swept high road; but some implish circumstance has led him to guide his wayward sheep through a world that is rather muddy. Which is not easy, or successful, with one's eyes for ever turned to the stars.

As yet, cold, they call him in Onsdon. All that is, except a few maiden ladies of the older regime, whose religious convictions are pre-natal.

Unseeing Eyes.
He looks down upon them, but cannot see, although dimly conscious of their lowness. And, in fact, low they are. Like the countryside in which they were born, their depressions are shallow, and their heights inconsiderable, their virtues negligible, their vices petty. But yet they live, and indeed thrive, like nettles by a wall.

Holidays and feast-days see the same gathering. There is Baulx, the solicitor, serenely conscious of his position, reserved, respectful, and a little removed, chatting affably, but with innate dignity, to Smith, an aggressive factory manager who drops his aspirates as easily as he picks up shakels. Smith owns a Bluebottle Six, and his daughter has a sports model, and several male hangers-on, who may be sports, but are by no means models. Baulx belongs to the Freemasons, and has a foreign car which he drives with difficulty, a correct wife, a son—whereabouts unknown—and a daughter who golfs far better than she can spell.

Jolly Fellows.
There are several farmers in the crowd—gentlemen and otherwise. Linton, several of whose many sons have played for the County, and afterward eschewed the plough for the joys of motor salesmanship and mysterious jobs "in Town," or Frogg, from Forborough, whose son actually helps him on the farm, and whose three daughters can ride any pony, or fight any lout, in the district. It is as well they can fight.

Near by stands Dikka, loud of voice and dress, prosperous licensee of the sporting headquarters, the Rose and Crown. He has a large wife who has learned to subjugate him in moments of ebullition, and is worshipped accordingly. He is fond of saying that nobody else but

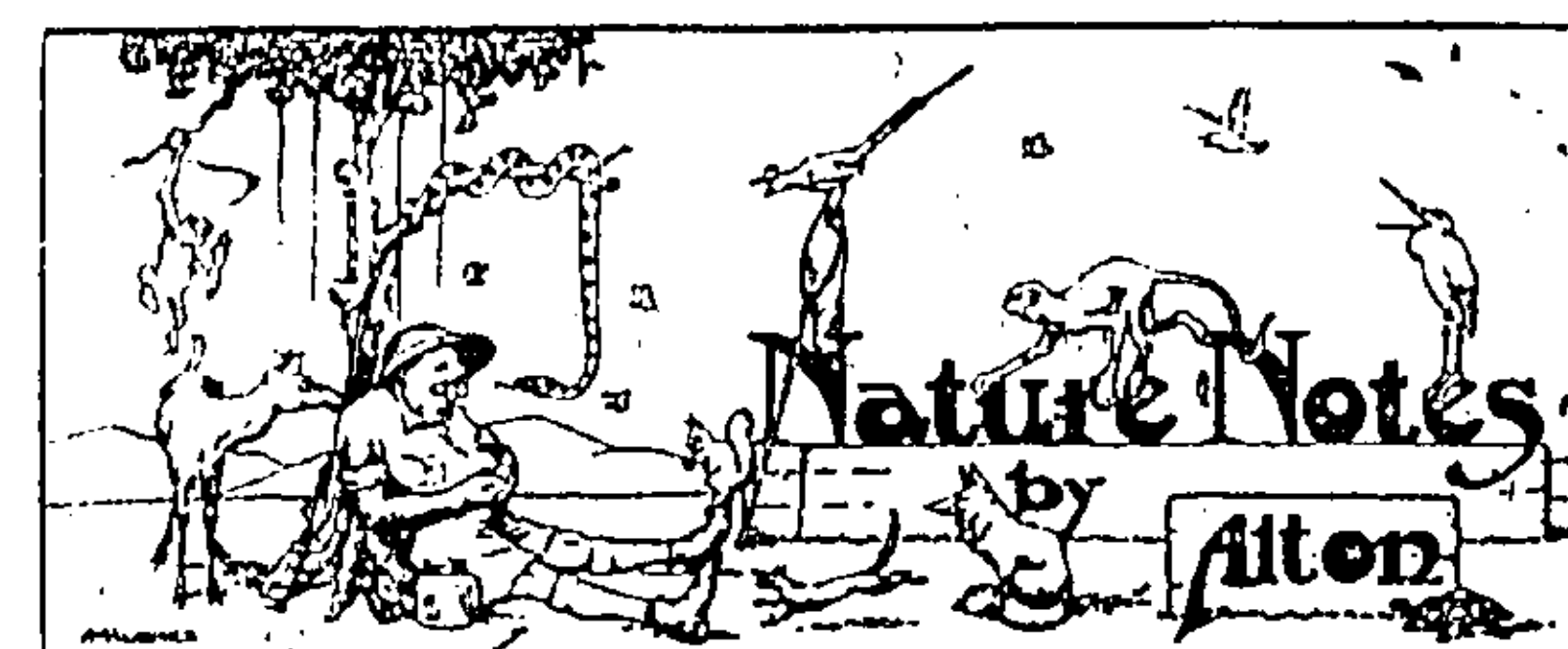
"the missus" can handle him, and is taken at his word.

"Johnny" Hanson.
And beyond, one can see "Johnny" Hanson. Everybody calls him Johnny. Some freak of Chance has pitched him into Onsdon, where he reclines for the most part at ease in a chaos of haberdashery which he miscalls "J. Hanson—Gentleman's Outfitters." Curiously enough he thrives, principally due to a small boy assistant who rummages out what is required by the customer whilst the genial Johnny discusses this and that—he can discuss anything—with the not unwilling customer. Johnny is a staunch Conservative, a prominent organizer of entertainments—he started life as a music-hall artiste, as he will tell you, (but had to retire owing to rheumatism),—and is able, when not taking a cure, to drink down anyone in town.

"Travelling Men."
With Johnny are several visitors, well known to Onsdon. They are the "travelling men." Hearty souls these, with a cheery smile and the price of a drink for anyone. Surtorially they would not please the critical eye, but of their business acumen there is no question, even though to a casual observer it would appear that they spend a good deal of time in the bar of the George, bandying compliments with Bessie and Mabel, (who are quite used to it, and no worse for it either).

Incidentally, if you wish to know anything about the private life of make Onsdon, ask Bessie and Mabel. They are infallible. Bessie walks out with young Moxby, the fish-dealer's son, from whom she learns of the goings-on at the Ross and Crown and the Beehive, whilst Mabel worked in a factory before attaining her present high estate. Her education is now quite complete.

A Fallen Star.
Standing a little apart, with his



HONG KONG AND THE NEW TERRITORIES.—No. 28.

More Flowering Shrubs of May.

In the last Notes some of the more striking Summer flowering shrubs were described, others included—

Rhodomyrtus tomentosa. This is undoubtedly the commonest flowering shrub of the month. The flowers on opening are of a deep rose pink (not quite free from the stigma of a purple tinge) and as the flower ages the petals fade to a pale pink or sometimes almost to white. The fruits of this plant are familiar to every child in the Colony, to the native children as Kong Nim, to the European children as Barley Buns. They can be made into excellent jelly, which is not surprising, as *Rhodomyrtus* is closely related to the Guava, both belonging to the family MYRTACEAE.

Rauvolfia chinensis. A small shrubby plant with masses of small white tubular flowers at, and near, the ends of the branches. The leaves are lanceolate, dark green, shiny, and arranged in opposite pairs on the stem; they have an unpleasant smell when crushed. This plant, 2-4 feet in height, flowers from April to July. It is extremely abundant all down the Peak Road and in other localities. The fruits are red and are developed in October. This belongs to the APOCYNACEAE.

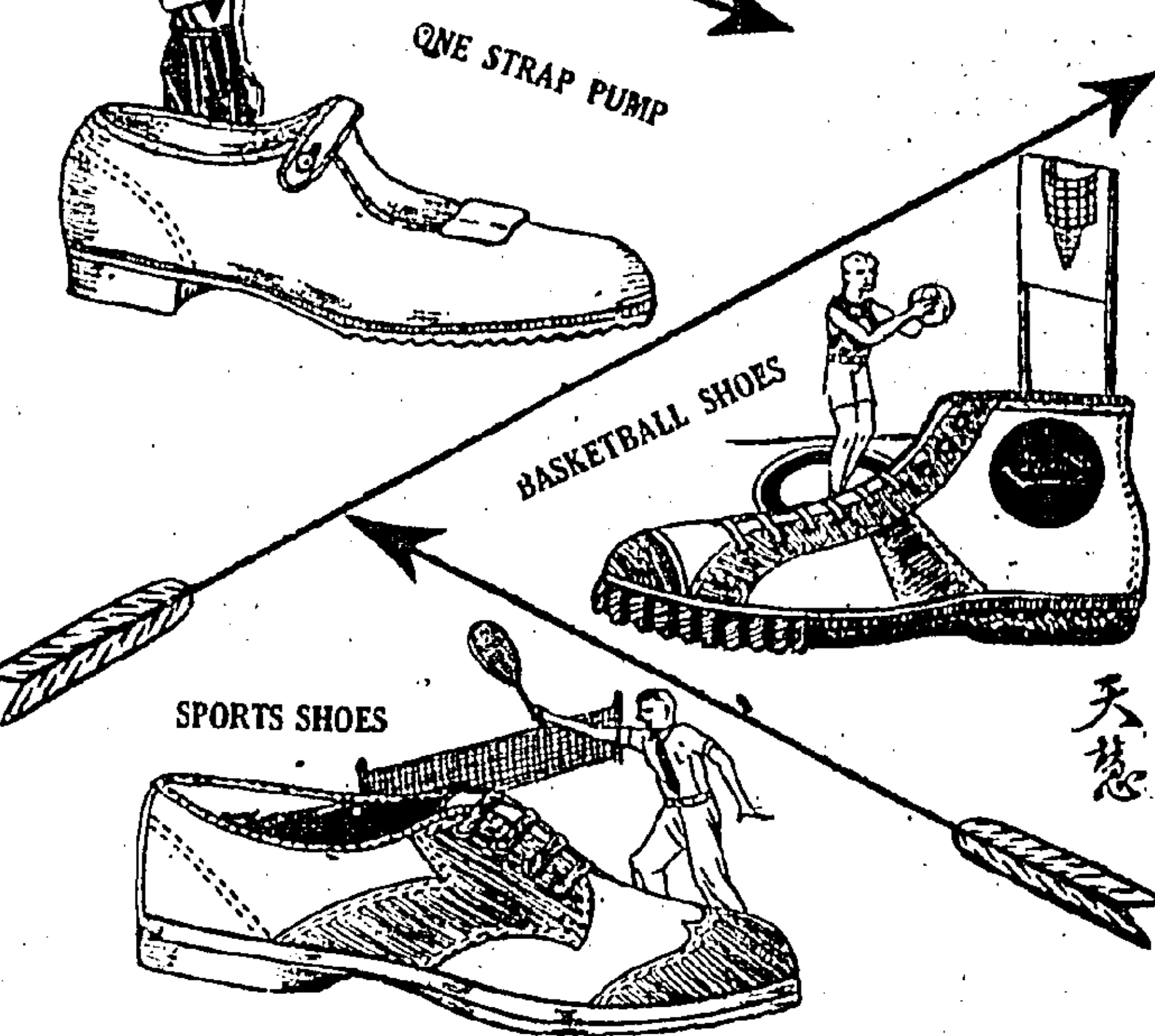
Magnolia pumila. A small tree, with large white flowers, native to South China; one is coming into flower just above Lugard Road. This species may also be found in Happy Valley and elsewhere. A large tree of *Manglietia Fordiana*, a closely related genus, is now in flower a third of the way down the Peak Road; both belong to the MAGNOLIACEAE.

Uvaria microcarpa and *U. purpurea*. These two species of *Uvaria*, especially the former, are more common than most residents imagine. The flowers tend, as a general rule, to be hidden by the large somewhat downy leaves. *U. microcarpa* has flowers 1½ inches in diameter with 6, 8, or 7 petals varying in colour from a yellow brown to a rich red brown. The diameter of the flower is roughly twice that of the centre part where the many stamens are very prominent. *Uvaria purpurea* has flowers 2½-3 inches in diameter; the petals often are red turning to orange at the point of attachment; frequently the petals are of a deep red purple colour. A particularly handsome species of a genus belonging to the family ANONACEAE. These two last mentioned families are two of the most primitive groups of flowering plants now living on the earth.

wife, is the manager of the George. He is in Onsdon, but hardly of it. Perhaps he will mention to you in more confidential moments that he was a Captain during the War. He was. The aura still clings to him—visibly. His wife, as a rule, is not so reticent. She is wont to be quietly wistful about the days of yore, and faces the world bravely, keeping up both her appearance and her husband's overdraft.

"The People."
And, all-surrounding, are the men and girls of the factories. Jauntily dressed—for times are prosperous—the boy for the most part in smart Oxford bags ("the latest"), the girls gayly attired after the fashion of the prevailing talkie star. And very well they look, too—although the tone and trend of their badinage might offend the more fastidious, for in Onsdon there is little solemnity attached to an oath. Here and there are girls about whom the Woman's Temperance Union shake their heads, and of whom some men whisper in quiet corners. But in the main, the transgressors eventually make an unexpected slip, and lapse into respectability once again through the medium of matrimony. So all is well. Onsdon readily forgets, and the heritage is handed on, only slightly tinged with scarlet.

Vale!
So let us leave Onsdon, equally content upon the low countryside. There is a dance to-night at the Co-operative Hall, ("Ladies by Invitation"), the Golf Club is holding a Bridge drive, the Onsdon Argus is just out, with all last week's news, the Star Theatre is showing Tricicle Blue in "Sirens of New York" (100 per cent. talking, hear the big song hits), and old Fossilton is just closing up the bank door. Shall we join him at the George? Let us go!

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FRANCE'S FOREIGN LEGION

Romantic Record of a Corps Distinguished for Its Reckless Courage.

[By Major C. Lestock Reid.]

[The French Foreign Legion recently celebrated at Sidi-bel-Abbes, in Algeria, the centenary of its foundation and also the anniversary of its most memorable exploit.]

A certain halo, not by any means of minutely, surrounds the French Foreign Legion more perhaps than any other regiment in the world, a romantic reputation not altogether undeserved, even though the usual theories about it are mostly mistaken.

For the Legionnaires are the last of the mercenaries, who, almost since war began, have fought, not from any motives of patriotism, but for sheer love of fighting or for the plunder they could amass in the process: although in the Legion the hope of gaining plunder is replaced by the certainty of gaining an asylum where no questions are asked—which is sometimes worth a good deal.

The Legion began with a decree of King Louis-Philippe, dated March 9, 1831. That ingenious and ingenious monarch, wishing to demonstrate how entirely he was cutting loose from the traditions of his predecessors, had disbanded the foreign regiments which had for so long served the Kings of France. A dramatic gesture, but rather unwise; the veterans, suddenly cast adrift in Paris, soon became, as a French writer naively put it, "inclined to be a nuisance"—a polite way of saying that they raised merry hell all over the place.

Birth of The Legion.

The authorities were in despair until some forgotten genius evolved the idea of re-employing them as a regiment on permanent foreign service in North Africa, where the French were then laying the foundations of the huge empire of to-day. The Foreign Legion was born, and this corps, composed entirely of men of other nations who had no loyalties save loyalty to their regiment, and nothing to lose except their lives, superbly led by the pick of French officers, soon laid the foundations of that reputation for utterly reckless and desperate courage which is the proud boast of the Legionary to this day.

First as one battalion, then as two, they served a gruelling apprenticeship in Algeria, before the Crimea gave them the chance of proving their worth in a European war—and certainly they proved it, especially at Alma, where Canrobert launched them in an almost impossible attack with the cry, "Now's the time, brave Legionnaires, to set an example to the others." The others! Those Regulars whom, with the exception of the Spahis, the Legion has always affected to despise.

After the Crimea came the war in Italy; after Italy, Mexico, that ill-fated effort to force an Austrian Emperor on the Mexicans which was to see the Legion's greatest feat. At Cameroun sixty-five men, without food or water, held 2,600 Mexicans at bay for more than ten hours, only surrendering when all the officers and forty-three of the sixty-five men had been killed. Cameroun has aptly been called "the Borke's Drift of the Foreign Legion."

In The Great War.

A few years later a fresh field was found for their activities in Indo-China, where a third battalion was embodied (and is stationed to this day), while the African battalions went on adding fresh battle honours to their colours in Dahomey and Madagascar, at Fez, Taza, and Marrakesh, to quote only a few. August, 1914 found them one of the finest fighting units in the world, and, fortunately for France and for the Allies, commanded by a man capable of rising to a crisis.

Marshal Lyautey was confronted with the probability of an insurrection, sedulously fanned by German agents, setting all North Africa ablaze; forced to send every available man to France; and above all faced with the uncomfortable knowledge that large numbers of his Legionnaires were themselves German. So placed he acted with decisive daring. A "Regiment de marche" composed of men of the Allied Nations only, went to the Western Front as part of the famous "Moroccan Division."

The remainder, now more predominantly German than ever, were rushed in mobile columns from place to place, here building a fort, there stamping out a rising, everywhere bluffing the tribes into believing that, war or no war,

France was not relaxing her grip; and the Germans in the ranks put loyalty to the regiment before loyalty to the Fatherland they had long since quitted. North Africa was held and held quiet; a fact that had no small bearing on the successful issue in Europe.

Men of All Nations.

In 1919 the survivors of the Moroccan Division returned, a tiny handful, but there was no difficulty about bringing the Legion again up to strength. Recruits poured in; Monarchist Germans who had lost all on the downfall of the Monarchy, Russians by companies, hunted relics of the armies of Wrangel and Denikin, men of all nations who had acquired and could not lose the taste for fighting—good material all, inured to warfare and discipline, inflamed with the courage of desperation.

The Legion was reborn; and hard fighting against the tribesmen of Abd-el-Krim soon restored it to vigorous manhood; on that the battalions of to-day need not fear comparison with any of their predecessors.

But with the gradual and relentless pacification of Africa the nature of their work is changing. The Legionary is no longer merely a fighting man; he is becoming the armed missionary of civilisation, proselytising as much with opade as with bayonet, equally ready to build a road or to defend it, like his Roman namesakes centuries ago in Britain. To take only one example: The famous mountain road of Ziz, with its tortuous curves and soaring ascents, was built by men of the Legion.

More and more this will become their work in the future, as they

vanquish vanishes before the roadway and the motor-car. Great strategic railways will run through the wilderness, tapping for the French sources of man-power that will give them the strongest Colonial army in the world; but an army whose nucleus will and must always be the handful of Europeans known as the Foreign Legion.

That is why this centenary has a particularly important significance, apart from the merely sentimental one of dates. It would seem to mark the end of an epoch, a century of almost constant fighting against a ruthless and relentless enemy. But the Foreign Legion probably represents the cheapest way of maintaining a really first-class standing army.

New Work at Hand.

Besides, argue the Legion's supporters, and they, too, are many, we know how to change with the times. There is still hard work—tremendously hard work; it is an inevitable part of the training of men who have to march immense distances, fight forlorn hopes. But gone (if they ever existed outside fiction) are the frightful punishments, the brutal sous-officers; and after all no man is forced to join.

The Legion is becoming humanised as its work changes by imperceptible degrees from fighting to colonisation. It may be less glorious, but it will be more useful; it may be less romantic, but it will be just as unceasing; and in any case it is vital.

Out of two conflicting theories, which is correct? There is only one way of telling, and that not infallible: to go and see for oneself. That is why the writer, at the moment of penning these words, is winging his way southwards, under the kindly auspices of the Air Union, towards Algeria, towards Sidi-bel-Abbes, the factory which turns out Legionnaires, the headquarters of the "Premier Etranger," the first regiment of almost the most famous, certainly the most discussed, unit in the world.—London Telegraph.

KING'S THEATRE.

Adjustment of Cooling Plant.

ATMOSPHERIC TABLE FIXED.

The cooling plant in the King's Theatre, the installing of which had taken some time, was put into working order during the week and preliminary tests were made on Wednesday and proved to be highly satisfactory.

Since then patrons of the theatre have had the opportunity of finding out for themselves how it feels to sit in a "cooled theatre." Comments made by many of the visitors were very favourable, but there are

many others who seem to fear catching cold through the variation of temperature inside and outside the theatre.

Correspondents representing both points of view have written to the newspapers on the subject. It is a pity that they did not give the thing reasonable grace before voicing their opinions one way or the other, because it is obvious that with a new installation such as this it must necessarily take a few days to adjust the temperature to suit the comfort of all.

Realising that the best way to allay fear is to give figures, a *Sunday Herald* representative approached the manager of the King's and secured for public information, the following table of relative atmospheric conditions. It has been decided, after the experience gained during the week, to maintain in the theatre in Summer time:—

Relative Atmospheric Conditions.					
When outside Temp. dry bulb, is Deg. F.	Dry Bulb inside house shall register Deg. F.	Wet Bulb inside house shall register Deg. F.	Humidity inside shall be.	Dew Point shall be.	
75	73	67-70	55%-60%	50	
80	74-5	below 67	55%-60%	50	
85	76	dry 67	55%-60%	55	
90	77	Bulb.	55%-60%	55	
95	80		55%-60%	55	
100 & above	85		55%-60%	55	

The actual outside atmospheric conditions shall be taken with the same instruments that are used to record the inside temperatures.

No Danger of Colds.

It will be seen from the table that the difference in "outside" and "inside" temperatures is not so great as people had imagined it to be. There can be no question of catching cold, not even if the difference were bigger, because there is no draft, the temperature in the theatre being evenly distributed in every section of the auditorium. Coming from small openings studied evenly on the ceiling, the cool air constantly circulate through being "sucked" out by openings behind the seats to re-enter the theatre via the ceiling after being purified

and re-cooled to uniform temperature. There is, of course, no danger of catching cold when leaving the theatre because the cold does not result from a change from cool to hot atmospheres.

Thus reassured the public can now abandon fear and enjoy the performances at the King's in absolute comfortable surroundings, even during the hottest Summer day.

The plant installed in the theatre, the first of its kind in South China, is the York-Shipley air cooling system now in use in all the leading theatres in Europe and the U.S.A.

TELEPHONES THEFT.

Chinese Sent to Jail for Four Months.

RECEIVER CENSURED.

Appearing before Mr. E. W. Hamilton at the Kowloon Police Court yesterday, Yeung Yat and Chiu Yuen, two coolies employed by the Hong Kong Telephone Co., were charged with stealing four telephones, on various dates, March 22, May 13, 16 and 21.

Both men admitted the offence, and were sent to jail for four months on each account, the terms to run concurrently.

His Worship said that in view of the fact that the men had given the Police every assistance in recovering the goods, he had taken it into consideration when imposing the sentence.

The man who bought the telephones from the defendants was severely censured.

POETS' CORNER.

ON SATURDAY NIGHT.

Placing the little hats all in a row,
Ready for Meeting to-morrow, you know;
Washing wee faces and little black feet,
Getting them ready and fit to be kissed;
Putting them into clean garments and white—
That is what mothers are doing to-night.

Spying out holes in the little worn hose,
Laying by shoes that are worn through the toes;
Looking for garments so faded and thin—
Who but a mother knows where to begin?
Changing a button to make it look right—
That is what mothers are doing to-night.

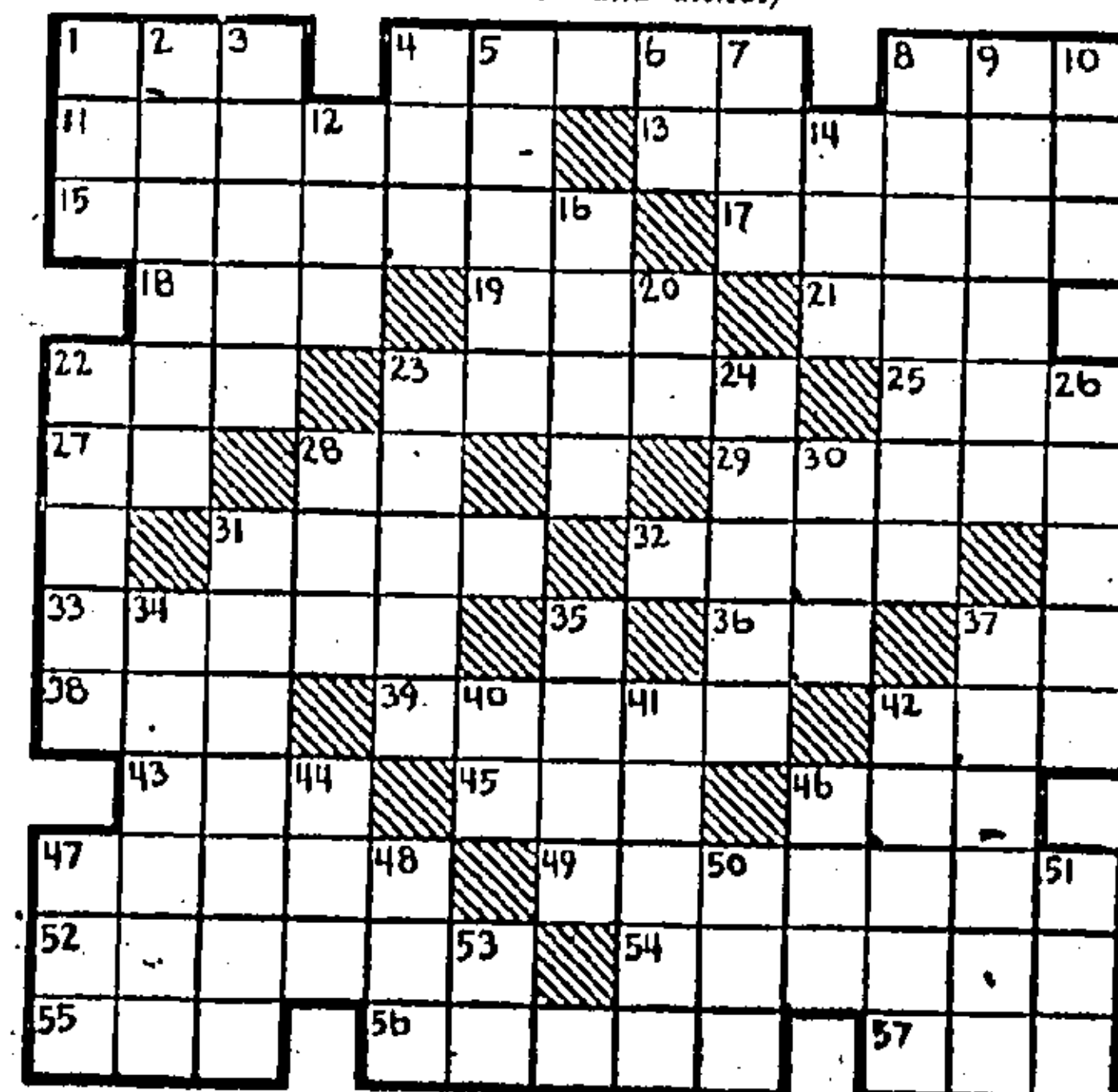
Calling the little ones all round her chair,
Hearing them list forth their sweet evening prayer;
Telling them over that story of old, how Christ would gather the lambs to His fold;
Watching, they listen with childish delight—
That is what mothers are doing to-night.

Cripping so softly to take a last peep,
After the little ones are all asleep;
Anxious to know if the children are warm,
Tucking the blankets round each little form;
Kissing each little face, rosy and bright—
That is what mothers are doing to-night.

Knelling down gently beside the white bed,
Lowly and meekly she bows down her head,
Praying as only a mother can pray—
"God, guide and keep them from going away."
—WAR CHY.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but spellings, such as harbor, plow, look out for occasional phonetic our readers are warned to and altho.)



- | | | |
|---|--|--|
| HORIZONTAL
1-To cry like a crow
2-Irritating
3-A vegetable
11-Ascends
12-A kind of tea
13-To acquire before-hand
17-A bird of prey
18-A beverage
19-An eagle
21-A Hawaiian food
22-Terminate
23-Perform
25-New South Wales (abbr.)
27-Near
28-Exist
29-Thwart
31-The stock of a tree
32-Grive name
33-Pennsylvanian
35-Musical note
37-Credit (abbr.)
38-And not
39-Tale
42-Snout
43-The cry of a sheep | HORIZONTAL (Cont.)
44-Greek letter
45-Time period
47-Omit
48-Current
52-Bestow
54-A long wooden seat with a high back
55-A letter
56-Burdened
57-Point of compass (abbr.)
VERTICAL
1-Head covering
2-Notoriously bad
3-To use as a weapon
4-Endorse
5-A tree
6-Thus
7-Garden implement
8-A species of orchid
9-Unroll
10-A time period
12-Observe
14-Luck
15-Luck
16-A waller for dishes | VERTICAL (Cont.)
20-S. E. State of U. S. (abbr.)
22-Consumed
23-An abrasive
24-Tile former Russian ruler
26-To fatigue
28-Greek goddess of mischief
30-Prefix before
31-Filter
34-Noblemen
35-Dance
37-Long-legged bird (pl.)
40-Close by
41-To care for during an illness
42-A Grecian island in Mediterranean Sea
44-Augment
45-Superlative suffix
47-Before
48-A stunged fish
50-Kiss (Post.)
51-A self mound
52-Egyptian sun-god |
|---|--|--|

DAIRY FARM ICE CREAM

THERE'S NONE BETTER.



Wishes are fulfilled, dreams, (kiddies' dreams, of course) come true, hopes are realized—in this universally satisfying dessert—DAIRY FARM ICE CREAM.

And in case you doubt our word order a brick and try yourself. The first spoonful will convince you.

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THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

ACROSS AMERICA.

Passenger Air-Mail Service.

HOW TO SAVE TIME.

By the courtesy of the American Mail Line, the *Sunday Herald* is enabled to announce that a thirty-two hour tri-motored passenger transport plane service between Seattle and New York and a twenty-eight hour service from San Francisco to New York has been inaugurated by Boeing System and National Air Transport.

Planes leaving Seattle in the morning or San Francisco at noon reach Chicago at noon and New York in the evening of the following day. West-bound passengers leaving New York in the morning and Chicago in the afternoon reach San Francisco and Seattle the following afternoon.

This new service materially reduces the time required for a trip from New York and other eastern cities to the Orient, through connections being made with the American Mail liners at Seattle and San Francisco. It is the only through passenger airplane service between the Atlantic and Pacific seaboard.

The fare from Seattle to Chicago is \$184, and to New York \$243.50. From San Francisco the fare is \$168 to Chicago and \$227.50 to New York.

APPOINTMENTS.

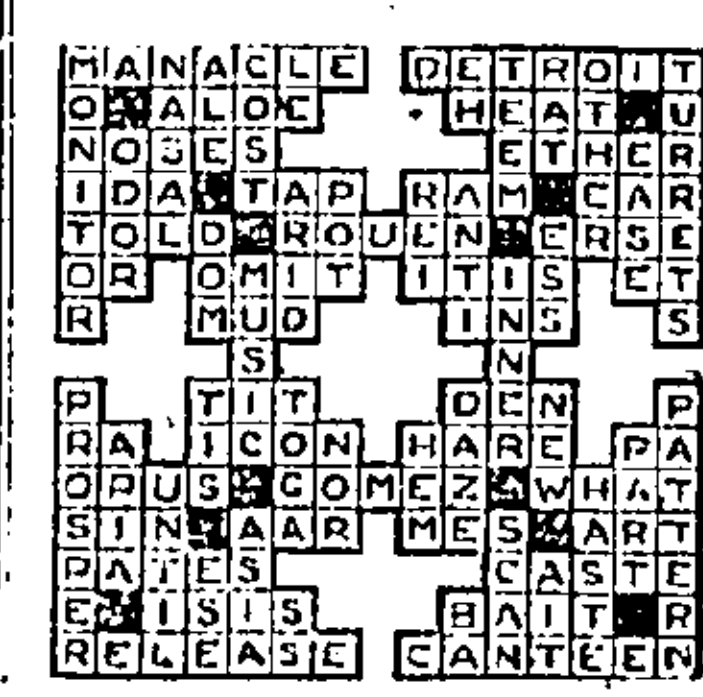
His Excellency the Governor has appointed Mr. Thomas George Stokes to be an Official Justice of the Peace for the Colony of Hong Kong.

His Excellency the Governor has received information from the Secretary of State for the Colonies that Mr. Donald Dixon Edgar has been appointed a Vice-Consul for the United States of America in Hong Kong.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognise Senor Waldemar de Araujo, provisionally and pending the issue of His Majesty's Exequatur, as Consul for Brazil in Hong Kong.

His Excellency the Governor has appointed Mr. Edwin Taylor to be a Director of the Widows' and Orphans' Pensions, vice Mr. Charles McIlwaine Messer, O.B.E.

LAST WEEK'S SOLUTION.



ENJOY YOUR LIFE

Enjoying life is not possible unless you maintain your health and vigour in spite of work, worry, and extremes of weather and of temperature.

Ostelin will help you to keep fit and strong and resist infection.

Ostelin is a concentrate of the factor which makes cod-liver oil a valuable medicine. It is the essential medicinal value of the oil without any taste, smell or "repetition."

OSTELIN

Vitamin D Concentrate

makes you fit and keeps you so

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particularly for babies. Many times more potent than the finest cod-liver oil.

OSTELIN TABLETS
for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT
specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected milk extract and concentrated orange juice.

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B. C. Peters & Co., 31 Seymour Road, Tientsin.

SERVICEMEN'S HOME

Support of Local Public Needed.

RECORD OF FINE WORK.

We have just received a copy of the annual report and statement of accounts of the Sailors' and Soldiers' Home at Wanchai, which was opened by His Excellency Sir Cecil Clementi, K.C.M.G., in 1929.

In his introduction, the Manager, Mr. William H. Smith, says:

This annual report and statement of accounts is presented in the hope that it may be the means of bringing nearer to the General Public of the Colony the need of such an Institution; that it may convey an idea of the work which is being done for Servicemen generally, the expense entailed in maintaining a standard of efficiency necessary in a Home of this nature, and the very effective and valuable assistance which can be given to the work by the financial support and interest of those in whose hands this report may fall.

It is issued as a mark of appreciation to all those who have in any way, through Service or monetary aid, subscribed towards its ideals and it is anticipated, with confidence, that a perusal of this Statement will suffice to show the value of such service, and bring that generous financial response from its readers which will enable the Committee to carry on unfettered a work of such vital importance to the life of our Servicemen in Hong Kong.

An Urgent Need.

The value of such an institution as the Sailors' and Soldiers' Home in a Service community such as Hong Kong may be gauged by the statement that 30,033 men slept in the Home during 1930, which is an increase of 5,128 over the previous year.

Further, we have had the custody of 4,346 parcels belonging to the Naval friends who patronise the Home which shows a considerable increase on the previous year when 2,691 parcels were stored. Our beds have been booked night after night and to prevent men from being without sleeping accommodation a system of shukedowns has been introduced. The value of this provision is realised when one glances at the figures concerning the number used. In 1929, 1,812 shukedowns were occupied whilst for the year under consideration 5,163 men occupied this form of accommodation. It is obvious that there is need for the provision of more beds, which would entail an enlargement of the pre-

(Continued at foot of next column.)

THE GLOBE TROTTER'S DIARY

Romance - of Youth.

The story of a tailor's daughter who has become the bride of a king comes from the Polish village of Podkamen.

A poor Jewish tailor named Brauer, who lives there, had for many years mourned the disappearance of his beautiful daughter, Rachel. Now he has received a letter from her, enclosing £3,000, informing him that she is one of the wives of the now King of Abyssinia, and resides in his palace at Addis Ababa.

When 18 years of age, Rachel eloped in 1917 with a Russian colonel, with whom she travelled through Russia, the Caucasus, Persia, and Turkey. The colonel died in Constantinople, and Rachel earned her living as a dancer in cabarets.

There she met Ras Tafari, then a Prince, who fell in love with her, and brought her back to Addis Ababa, where he made her one of his wives.

The - Finest Opal.

A black opal, claimed to be the finest in the world, has just arrived in London from Australia. It is about an inch and a half long and three-quarters of an inch wide.

The owner, Mr. L. Altshuler, of Holborn, London, told a Daily Mail reporter recently that when removed from its matrix it will weigh 25 carats. "Nothing like it has ever been seen before," he said, "It was found a few weeks ago in what was thought to be a worked-out mine at Lightning Ridge, in New South Wales. "Nothing of particular importance had been found there in the last 20 years. The miner who discovered the opal named it on the spot 'Queen of the World' and it could not be called anything better."

Mr. Altshuler is determined that the opal shall not leave Britain. It estimates that it is worth £2,000.

Pre-Historic Town.

The excavation party of the Mysore Archaeological Department now camping in the Chitaldrug district have reported finds of valuable material which are expected to lead to the discovery of a prehistoric Deccan town.

While exploring the region around the Anokan inscriptions near the Brammagiri hill in the district the director made trial excavations which revealed the exist-

Bride of a King—"Queen of the World"—Archaeological Find—Two Hearts—Riviera Tragedy—Trees Fanned—Bibliophiles—"Gold Rush"—Fernand's Pension.

once, buried below, of a township belonging to what he regards as the iron age and a stone age settlement further down.

Further excavation of the site is expected to push back by several thousand years the early history of culture in South India which according to the director, is still enshrouded in mystery.

Trial excavations were also conducted near the Anokan inscriptions at Siddapura in the Molakalmuru taluk which confirmed the existence of a buried town of a date more ancient than the one discovered in 1929 at Chandravalli valley near the modern town of Chitaldrug.

Excavations in this field, it is said, promise to throw further light on the condition of the Deccan in the early Mauryan period.

Trial diggings at Kilturu, in the Hegdeavankote taluk of Mysore district, conducted earlier in the year, have brought to light ruined brick structures buried near the village. These are considered to be the remains of Kiltirupura, the capital of the ancient kingdom of Pundarik.

Freak - Pair of Twins.

A freak pair of twins, with one body, two heads, two hearts, two pairs of lungs, four feet and three legs, was born to a Filipino couple, Mr. and Mrs. Venancio Rivas, in Llanga, Sumatra.

The bodies are joined, not like most such twins, but more intimately so that from the stomach downward there is but one digestive system.

Because there are two lungs and two hearts, physicians say the freak is remarkably strong and will survive. In the strange association of the bodies the sex of the twins has been obscured, but physicians are inclined to believe the freak represents what would normally have been a boy and a girl.

The parents immediately decided to go into the show business. They brought their exhibit to Cebu, Philippine Islands, and set up their establishment. Rivas hawked tickets while the mother runs the show inside.

They are planning to invade Manila and the United States.

Riviera - Tragedy.

Mrs. Nirdlinger, the beautiful young American, has been released on bail, the examining magistrate recently after her husband would be postponed until August. Mrs. Nirdlinger surrendered to the police on March 11 after her husband, Mr. Fred G. Nixon Nirdlinger, had been shot in their flat in Nice.

Before her marriage Mrs. Nirdlinger was Charlotte Nash, one of the prettiest actresses on Broadway. In 1923 she won the title of "Miss St. Louis" in a beauty competition and was famed for the loveliness of her dimples, which she insured for a very high sum. She was 30 years younger than her husband, who was 51 years of age.

In her examination by the police, Mrs. Nirdlinger stated that her husband had on a number of occasions become violently angry and threatened to kill her. As she was afraid for her life she bought a small revolver and loaded it. Every night before she went to bed she placed it under her pillow.

Referring to the night of the tragedy, Mrs. Nirdlinger said, "After dinner my husband began to drink heavily. I sat quietly in the drawing room, reading an Italian newspaper. After a while I heard him enter the room and he said: 'What are you learning Italian for? Have you an Italian lover?'"

Mrs. Nirdlinger did not answer. She had no wish, she said, to start an argument, and therefore got up and went to her own room, where she undressed to go to bed.

"A few minutes later my husband came to my bedside," continued the young widow. "Again he accused me of being unfaithful to him. I refused to reply and he caught me savagely by the throat and tried to strangle me."

Finding that she was being overpowered, said Mrs. Nirdlinger,

misses, and this fact is already justified by the continued patronage of our Servicemen, but it can only become a reality in as much as we receive the financial support of the general public of Hong Kong to place us in a position to carry out this very urgent need.

she reached for the revolver. With her husband's hands still about her throat she fired five shots and saw him clutch his head, reel away from the bedside and collapse in the drawing room. Mrs. Nirdlinger has two children aged 3½ and 1½. She was the fourth wife of Mr. Nixon Nirdlinger who had several other children by his previous marriages.

Trees - Whipped.

Peon farmers near Texaco, Mexico have chastised their fruit trees because they bore a poor crop last year, with the admonishment that they do better next season. The occasion was accompanied by gay festivities.

After native dances, a group of the best physical specimens of the tribal manhood administered ten lashes each to upwards of 50 trees, using leather straps especially made for the purpose.

Book - Treasures.

A treasure trove for book collectors may prove to be on the frozen shores of Hudson Bay.

In a letter to a Toronto dealer in old books, an engineer stationed on the frontiers of civilisation has asked for help in checking the value of countless volumes, the accumulated libraries of hundreds of traders through a couple of centuries—book used to while away many thousands of long, bitter evenings.

First editions of Pickwick, in original parts, now valued at somewhere near \$15,000 (£3,000) a copy; first of Boswell's "Life of Johnson," of Walter Scott's novels, and countless others, may be found there, the engineer said. The value of these book treasures will be quite sufficient, it is thought, to start a "gold rush" of bibliophiles for the north.

Ex-King - Ferdinand.

Ferdinand, former King of Bulgaria, who now lives in comfortable retirement at Coburg, continues to draw a pension from the German Republic, a Communist speaker has revealed in the Reichstag.

He declared that when Ferdinand brought his country into the war he received a personal payment from Germany of £1,250,000. After the War he received two further payments, each of £50,000, and then a third payment, the height of which has not been disclosed.

Not content with these sums, the ex-monarch demanded more. A pension was offered of £3,000 yearly, but he fought for and obtained £5,000.

RADIO

70-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

11 a.m.—12.15 p.m.—St. John's Cathedral Service.

12.15 p.m.—Chinese Programme.

1 p.m.—Local Time, Weather Report, etc.

2 p.m.—Close Down.

8-10 p.m.—European Programme of H.M.V. & Victor Records kindly supplied by Messrs. S. Moutrie & Co.

8 p.m.—Local Time, Weather Report, etc.

8.03-9.15 p.m.—Pagliacci (Leoncavallo), Chorus and Orchestra of La Scala (Milan). Conducted by Carlo Sabajno (M-79).

9.15-10 p.m.—Piano Solo—Paganini Etude in E Flat Major (Liszt-Busoni), Vladimir Horowitz (1468).

Song—Serenata (Cesare-Tosti), Amelia Galli-Curci, Soprano (1167).

Choral—A Few More Years Shall Roll (Haydn), All Hall the Power of Jesus Name (Shrubsole), Westminster Central Hall Choir (B3728).

Organ Solo—(a) Moment Musicalo (b) Scherzo in B Flat (Schubert), Spirit of the Dance (Ewing), Edward O'Henry (B3939).

Vocal Quartet—(a) Agincourt (Willan), (b) Here's a Health Unto His Majesty (Harris), Ten Thousand Miles Away (Willan), John Goss & Cathedral Male Voice Quartet (B3762).

Violin Solo—Sielanka (Wionawski), Ruth Possett (4184).

Song—Through the Darkness (Rossini), Peter Dawson, Bass-Baritone (C2009).

Choral—Veneration of the Cross (Rachmaninoff), A Spotless Rose (Howells), Westminster Abbey Special Choir (B3764).

10 p.m.—CLOSE DOWN.

The production record for American two-year-old Holstein-Friesians, 305 day division, is now held by a New Brunswick cow, Lonsdale Wayne Ormsby, owned by M. L. McCarthy of Lonsdale Farm, Sussex. Her production over the 305 day period was 10,758 pounds of milk and 923.75 pounds of butter, three milkings per day. The official test concluded, the animal maintained her high standard of production and at the end of one year had made a total yield of 22,395 pounds of milk and 1,049 pounds of butter.

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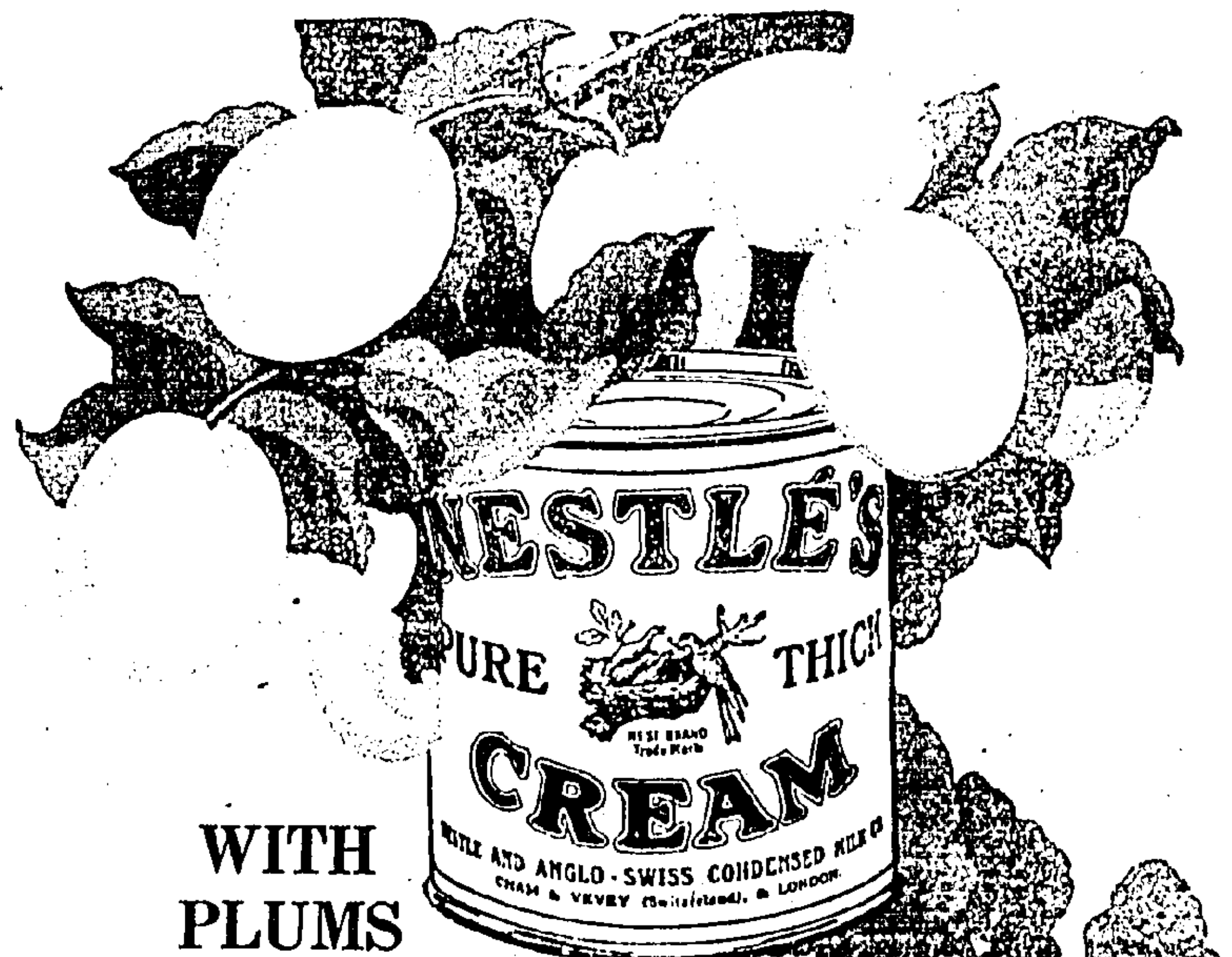
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WITH PLUMS

Plums have a clean, sharp taste, but whether they're stewed or fresh they cry out for cream. Oh yes, cream! But cream looks so much bigger on the bill than it does on the table. Well, have Nestlé's Cream. It's a golden rule—whenever cream would be an improvement have Nestlé's Cream. It's pure and thick and rich as the finest farm cream. It goes round like milk. And it's as fresh as the day it came from the dairy.

NESTLÉ'S CREAM

It would be a pleasure to send you a copy of "The Cream of Creams," a dainty recipe booklet full of novel cooking ideas. Phone 30327, or write to Nestlé, P.O. Box 351, Hong Kong.

The Film



Whiten Teeth by Removing Dingy Film

Film, too, is the source of serious tooth and gum disorders. Dentists urge special film-removing dentifrice.

FILM robs teeth of brilliant whiteness and is known to be the basis of decay, the chief cause of pyorrhea.

You can feel film with your tongue—a slippery coating. It clings to teeth, gets into crevices and stays. It absorbs stains from food and smoking and turns white teeth "off color." Film hardens into tartar. Germs by the millions breed in it, and they, plus tartar, are the chief cause of pyorrhea.

To remove film, dentists prescribe the special film-removing dentifrice called Pepsodent. It acts to curdle film so that brushing

easily removes it in gentle safety to enamel. In a few days teeth grow whiter and begin to sparkle.

Pepsodent contains no pumice, harmful grit or crude abrasive. It is so safe that dentists recommend it for cleaning the soft teeth of children.

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To prove results, send coupon for 10-day test or buy a tube — for sale everywhere. Do this now for your own sake.

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FREE 10-Day Tube

W. S. Sherry & Co., 6, Queen's Road Central, Hongkong

I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

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City _____

Give full address. Write plainly. Only one tube to a family.

MISSING DEBTORS.

Assets Described As "Worthless."

PETITION AMENDED.

In the Bankruptcy Court yesterday morning, the Official Receiver, Mr. E. L. Agassiz, objected to a creditor's petition made jointly against Li Wai-tong and Li Wai-lam, described as father and son, who had been in business as brokers.

The petition, made by Lo Kai-hong, alleged that debtors had assets to the value of \$7,300. One of these assets was a holding in a Chinese company, valued at \$1,800, whilst another was said to be the balance of money owing on a contract with the Po Hing Theatre in Kowloon.

Petitioner, in the witness box, deposed that debtors owed him \$1,040, on a \$1,000 loan made in July, 1929, upon which only a few payments of interest had been made. The principal had never been repaid.

Stiff Examination. The Official Receiver, after the examination by Mr. F. X. d'Almada, Snr., subjected the witness to a searching cross-examination as to the statement of assets. Replying to questions, witness said that his opinion was that the debtors were actually partners, or were trading together. The profits made were divided between them. The asset for \$1,800, he had been informed, was a joint one. His brother-in-law had told him it was so, and he had learned the same thing in the course of casual conversations with brokers and business men with whom he (witness) came into contact. His estimate of the liabilities of debtors had been on a conversation with the elder of the two, who had said that he owed a "good deal of money." From information witness had received he had arrived at the conclusion that the liabilities were round about \$11,000.

The Official Receiver suggested that witness was now stating in the box that he could not be certain about the \$1,800 asset being a joint one, yet he had declared to that effect in his affidavit. Witness replied that the affidavit contained "all he knew" on the subject. It was still his opinion that the asset was a joint one.

Debtors Missing. Further questioned, witness said he had not seen either debtor since the date of a judgment against them obtained in connection with the Po Hing Theatre contract. It was possible they might be in Canton. He did not think they were in the Colony.

The Official Receiver pointed out to the Chief Justice (Sir J. H. Kemp) that he was opposing the petition, and the granting of a Receiving Order, on two grounds. In the first place there was no proof of any joint assets, nor was he satisfied that the debtors were partners, or joint traders. Further the evidence as to assets was absolutely worthless. The asset for \$1,800 alone could be admitted, but information in his possession showed that it was an asset of Li Wai-tong personally. The Po Hing Theatre amount mentioned was useless, as Li Wai-tong had been subject to an action which proved subject in fact he owed money to the alleged debtor in the affidavit. Judgment had been given against him in the case, with costs.

Petition Amended. His Lordship asked if there was any evidence to show that the \$1,800 asset was actually one of Li Wai-tong personally. The Official Receiver replied that an official of the company in question could be called to give evidence, if required. He asked for the petition to be dismissed.

Mr. d'Almada contended that the joint petition could be enforced. He submitted that the debtors were actually joint traders. But, however, His Lordship might rule on this point, he would ask for a Receiving Order to be made against Li Wai-tong.

His Lordship was of opinion that the petition might be dismissed, as it could be proven that the debtors were joint traders. On the other hand a Receiving Order could be made against Li Wai-tong on an amended petition. After further discussion, His Lordship made a Receiving Order against Li Wai-tong, amending the petition by striking out the name of Li Wai-lam.

NEW ORDINANCES.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—

Ordinance No. 22 of 1930.—An Ordinance to amend the Summary Offences Ordinance, 1945.
Ordinance No. 2 of 1931.—An Ordinance to amend further the Widows' and Orphans' Pension Ordinance, 1908.

H.K. NATURALIST.

May Issue Highly Interesting.

CRABS AND SPONGES.

The May (quarterly) number of the Hong Kong Naturalist (No. 2 of Vol. II) is to hand. It is up to its high standard of interesting reading material and is again richly illustrated with coloured plates of birds, black outlines of fishes and sponges, and photographs of crabs, sponges, and agricultural implements used in the New Territory.

A new feature, which begins in the May issue, is The Crabs of Hong Kong by Chia-jui Shen, whilst there are articles on Tea by Soame Jenyns, Fresh Water Sponges by N. Glat Gee, and Agriculture in the New Territory by L. Gibbs.

The contents also include The Birds of Hong Kong, Part VI (The Kingfishers); A Synopsis of the Fishes of China, Part II (The Herrings and related Fishes); Real Photography, Part II; Notes and Comments on Ornithology, Melanism and the Rufous-backed Shrike, The Barbet, Arrivals and Departures, Nesting Notes; Climatological Data; and Book Reviews. All very instructive reading matter which represents more than value for the price of the book—\$1.50.

NURSING BOARD.

Regulations Published in Gazette.

Regulations under Section 4 of the Nurses Regulation Ordinance, 1931, are published in the Government Gazette.

The Board shall consist of seven members, viz:—

The Director of Medical and Sanitary Services.
The Principal Matron of the Government Hospitals.

Three members appointed by the Governor.
Two members appointed by the University of Hong Kong.

Members shall be appointed for a period of three years. Should any members of the Board die or leave the Colony during his period of appointment his place shall be filled for the remainder of his term of office by a member appointed by the same authority as appointed the deceased or absent member. The Director of Medical and Sanitary Services shall be the Chairman of the Board.

Qualifications of nurses to be entered on the register are detailed, also syllabus of subjects for examination for the certificate of general nursing.

LEAGUE SECRETARY HONOURED

The committee of directors of the Carnegie Foundation at The Hague has awarded the "Water" Peace Prize for 1931 to Sir Eric Drummond, Secretary-General of the League of Nations, for his valuable services in the cause of international co-operation.

Sir Eric Drummond accepted this award, but felt that, as Secretary-General of the League, it was difficult for him to accept the money value of the grant or to indicate for what special purpose it might be used. He therefore placed it at the disposal of the committee of Directors of the Carnegie Foundation, requesting them to use it for furthering the League ideal—namely, the development of international co-operation and the preservation of peace and security.

Acting on this request, the committee of Directors awarded the money value of the Prize to the International Federation of League of Nations Associations in Brussels.

The "Water" Peace Prize was founded by M. Water, a Dutch subject, who died at The Hague. He left his property to the Carnegie Foundation on the condition that the revenue should be awarded annually as a peace prize to the person who had rendered the most valuable services in the cause of peace.

The value of the prize, which has been awarded this year for the first time, is 25,000 florins.

At the annual meeting of the Ayshire Breeders' Association of Prince Edward Island the president stated that all are proud of their breed of cattle because the Ayshire cow comes to a high standard even under conditions where other breeds would fail. The number of Ayshire calf clubs organized in the province is taken as evidence of the popularity of the breed.

FLYING PRINCE.

Takes 'Plane to Join His Parents.

KING ON VACATION.

Rugby, Friday.
The Prince of Wales left Hendon Aerodrome this afternoon for Sandringham, where the King and Queen are spending Whitauitide. The Prince flew in a "Puss Moth," piloted by Flight Lieutenant Fielden.—British Wireless Service.

LONELY CHATEAU MURDER.

In The Gorges Of The Tarn.

A mysterious murder in unusual circumstances is engaging the attention of French provincial police. The crime was committed in a lonely country house, the Chateau de Bonneval, which is built on a crag overlooking the River Tarn, twenty miles from Agen.

Three women, all widows, occupied the place—an old lady, her daughter-in-law, and the latter's mother. The last, however, is mad, and does not apparently come into the story.

One night some peasants, living nearby, were awakened by the daughter, Clementine Sendar, who told them that the house had been broken into by bandits, that they had murdered her mother-in-law, and, after binding her to a chair, ransacked the place. The peasants, however, refused to go to her help, fearing, they said, to run into the assassins themselves. The police were eventually called in and opened an inquiry, the result of which was to throw suspicion on the daughter's story.

Several contradictions were revealed in the tale. In the first place, a post-mortem on the dead woman revealed traces of undigested food. As her last meal had been taken at 6.30 in the evening, death must, therefore, have taken place not later than eight, instead of at midnight, as the daughter declared. Further, the piece of rope with which the latter stated that she had been tied was found to be too short to go round her body.

Various other discrepancies having been found between her version and the evidence, the woman was arrested. The police are now endeavouring to discover the motive for the crime which local opinion attributes to money interests.

NEW YORK UNDERWORLD.

An Income-Tax Inquiry To Be Made.

The Government has detailed 50 Revenue Agents to make a bank attack on New York "racketeers," similar to that which was recently effective in Chicago. The Agents will examine the income-tax returns for a series of years of all notorious racketeers, "gangsters," smugglers, and bootleggers, and also of a policeman with a mysteriously large bank account.

It is asserted by the Federal District Attorney that "easy money" earners have defrauded the Government in recent years of over \$3,500,000 (\$700,000) in income-taxes by making false returns. This would indicate that their gross business in that period was something over \$250,000,000 (\$50,000,000) or possibly twice as much. Expenses of doing business are not allowable as deductions from gross income in income-tax reports covering illicit activities.

SUICIDE ON 100TH BIRTHDAY.

When the relatives of Mme. Marie Marageix, the oldest inhabitant of Limoges, called at her home to greet her on her 100th birthday they found her dead. She had committed suicide by taking poison.

The City of Three Rivers is to have the first plant ever opened in the Province of Quebec for manufacturing wine. This company will have a 100,000 gallon production of different wines for the first year, with prospects of 500,000 later on. The same company operates two big manufacturing plants of this kind in Ontario. Installation works will proceed without delay.

Vegetable canning in Canada had an active year in 1930, increasing 64.8 per cent. over 1929. The pack of tomatoes increased by nearly 104 per cent., and peas by almost 105 per cent. The total pack for the Dominion practically approximated one can per head of population. It totalled 10,066,614 cans in 1930, compared with 5,182,837 cans in 1929.

'VARSITY STATUTES.

Few Changes Regarding Benefactions.

SUBSCRIBERS' PRIVILEGES.

The Court of the University have amended the Statutes as follows:—

Benefactions.
(1) by the rescission of statute 22 and by the substitution thereof of the following statute:—

1.—Subscribers who prior to the opening of the University have subscribed a sum of \$500 and upwards may have their names inscribed on a tablet in the wall of the Hall of the University.

2.—A subscriber of \$50,000 or more to the funds of the University Endowment Fund shall have the right to nominate one scholar to study at the University as an undergraduate without payment as provided in paragraph 4 of this statute provided such scholar is duly qualified as required by statute 21 of these statutes.

For each additional sum of \$50,000 subscribed to the said Fund another scholar may be nominated by the subscriber or the same conditions provided that the number of scholars nominated as aforesaid by any one subscriber shall not exceed four in number at any one time.

3.—Any city, town, or village in or out of China may exercise the like privileges of nominating free scholars, but scholars can only be nominated by the representatives of the subscribers properly accredited to the satisfaction of the Council.

4.—The right to nominate scholars without payment shall comprise the right for the scholars to attend the University without payment of tuition fees only.

Provided always that the total number of scholars attending the University at any one time without payment of fees for:—

(a) Tuition;
(b) Board and Lodging;
(c) Tuition and Board and Lodging;

shall not exceed 50 in number unless the Council shall from time to time determine otherwise.

5.—The period during which subscribers shall have the right to nominate scholars without payment as aforesaid shall be limited as follows:—

(a) In the case of individual subscribers during the life-time of the subscribers.

(b) In the case of firms or corporations or cities, towns or villages in or out of China, who subscribe during such period as may be mutually agreed between the subscribers and the Council at the time when the subscription is made.

6.—An individual subscriber of sum of \$50,000 or more shall be entitled:—

(a) To become a life member of the Court of the University.
(b) To have a framed portrait or bust of himself erected in the Hall of the University under such conditions as the Council may determine.

7.—Nothing in this statute shall affect or be deemed to affect the rights of subscribers whether individuals or firms or corporations who shall have subscribed to the University Endowment Fund prior to May 22, 1931.

(2) by the insertion, next before statute 23, of the following statute:—

All British subjects of whatever race shall be eligible for the King Edward VII Scholarships.

The Court of the University also amended the Statutes by adding to the proviso in paragraph 1 of statute 7, next after the word "years," the following:—

"or for such other less period as the Governor shall in the case of each particular appointment see fit to direct."

The amendment having been allowed by the Governor in Council, become valid and operative on the publication of this notification on May 22.

ACCIDENT ON DOLLAR LINER.

In a report to the Police, Mr. G. T. Bird, watchman at Talkoo Dockyard, states that a fitter named Chan Hang-sing, of 21, Tai Ming Street, fractured his skull when he accidentally fell a height of 16 feet from a staging erected on the Dollar liner as President Cleveland, which is at present in dry dock at Talkoo.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A Wyndham Street or Phone 24641.

NEW ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on MONDAY, 25th May, 1931, commencing at 2.30 p.m.

The first bell will be rung at 2 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$3 per day for Ladies (both including tax) are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all debts, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary badge (limited to ONE) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is \$2 per day including tax, for all persons including ladies and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, T.C. men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Tiffin will be obtainable in the Restaurant in the Public Enclosure.

By Order.

C. B. BROWN, Secretary.

Hong Kong, 18th May, 1931.

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SEVENTH EXTRA RACE MEETING will be held on SATURDAY, 30th May, 1931, (weather permitting) at Happy Valley, on WEDNESDAY, 27th May, 1931, at 5.15 p.m.

All members are cordially invited to attend and participate in any discussion which may ensue.

AND NOTICE is hereby given that an Extraordinary General Meeting of the Voting Members of the Hong Kong Jockey Club will be held at the Club House on the 27th day of May, 1931, immediately after the half-yearly meeting of the Voting Members when the subjoined resolution will be proposed:—

That Article 6 of the Articles of Association of the Club be altered by deleting therefrom the words "Ordinary Members" and substituting therefor the words "The number of Ordinary Members shall be one thousand two hundred or such greater number as the Voting Members shall from time to time determine."

AND NOTICE IS ALSO HEREBY GIVEN that a Further Extraordinary General Meeting of the Voting Members of the Club will be held at the same place on WEDNESDAY, the Seventeenth Day of June, 1931, at a quarter past five o'clock in the afternoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

By Order of the Stewards,
C. B. BROWN, Secretary.

Hong Kong, 14th May, 1931.

COMING ???
JUST IMAGINE

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 26th day of May, 1931, at 1 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Fuk Wing Street, Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 21 years less three days.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Sq. Yds.	Annual Rental	Unit Price
1	As per sale plan.	7,702	45	2.53

As per sale plan.

As per sale plan.

As per sale plan.

As per sale plan.

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THE HONG KONG JOCKEY CLUB.

Subscription Giftins and Australian Ponies.

THE LIST of Subscribers to the above will CLOSE at Noon on SATURDAY, 30th May, 1931.

By Order of the Stewards,
C. B. BROWN, Secretary.

Hong Kong, 14th May, 1931.

JADE TREE, LTD.

have just received a new selection of

NEW PEKING RUGS

also stunning

BEACH & LOUNGING PJAMAS and LINGERIE.

PENINSULA HOTEL ARCADE.

CHURCHES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, May 24, 1931, 11.15 a.m.

Subject: "Soul and Body."

The Sunday School is held on Sunday morning at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

UNION CHURCH.

Kennedy Road, Hong Kong.

Whit Sunday, May 24, 1931.

Morning Service, 11 o'clock.

Evening Service, 6 o'clock.

Preacher: The Rev. E. G. Powell.

Social Hour after Evening Service.

Sunday School: Kennedy Road, 10 a.m.

CLASSIFIED

ADVERTISEMENTS

We provide the largest circulation for your "Want Ads." in Hong Kong & So. China.

40 WORDS—1 insertion 50 CENTS prepaid.

TUITION GIVEN.

PRIVATE LESSONS in English, French, Music, Shorthand and Typewriting. Terms moderate. 6, Aimal Villas, Austin Road, Kowloon.

ENGLISH LESSONS given to Students with particular attention to pronunciation, by English Barrister (Middle Temple). Apply Box No. 269, c/o "Sunday Herald."

EUROPEAN MUSIC and LANGUAGE SCHOOL, 17, Queen's Road. Piano, Mandoline, Banjo-Mandoline, Viola, Clarinet, harmonium (Special rates). Service men. FRENCH, GERMAN, LATIN classes, by University diploma young lady, 15 monthly. Private tuition daily. Painting lessons by lady, pupil Hongkuecrau.

SPECIAL PHYSICAL CULTURE CLASS.

MME. BARONELLI.—Special attention given to stout and stiff ladies who desire to regain their youthful figure. Special treatment given to elderly ladies for renewing the youthful appearance of the face. This treatment can be accomplished in six days. Peking Bldg., 27A, Nathan Road, Kowloon.

FOR SALE

FOR SALE.—Victoria Cabinet Gramophone in excellent condition with 200 records. No reasonable offer refused. For further particulars apply to Box No. 276, c/o "Sunday Herald."

FOR SALE.—Hong Kong & Directory now on sale at the office of the Publishers, 3A, Wyndham St.

FOUR VALVE SCREEN GRID Wireless Set, with loud speaker and 2 pair of phones, in good condition. Apply Box No.



The CALL of the OPEN ROAD

"... light-hearted I take to the open road, 'Healthy, free, the world before me.'"

Hongkong Sunday Herald.
MOTERING SECTION
HONG KONG, MAY 24, 1931.

FISK

AIR-FLIGHT
PRINCIPLE TYRES

MEANS MORE

mileage

GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE SAME
CONDITIONS.

Obtainable at all garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

Telephone 28011.

Hong Kong Bank Building.



NEW DANGER.

Priority Problem Raised by Code.

A. G. Throssell, London Daily Telegraph Motoring Correspondent, writes:—

"In collision with an omnibus owing to a misplaced signpost." That is from the report of an inquest on one of the many holiday road accidents. The most untimely rain falling on roads that had been bone dry for many days made skidding the worst danger of the Easter traffic, but there was another danger revealed, a new one, which to a greater degree even than slipperiness is preventable.

When traffic is as dense as it is now everywhere at holiday time, and will be every week-end throughout the Summer, badly-designed or badly-placed signposts cease to be merely irritating; they become actively dangerous. In the particular case referred to above the sign that was meant to give warning of a dangerous corner induced the driver to look for danger where it was not and overtook it where it lurked. No doubt the local authorities will now re-erect it properly. I wonder how many accidents it caused before the grim emphasis of an inquest underlined the mistake.

That is an isolated instance. This Easter I have had my attention sharply called to the fact that there is a form of wrong, or at least inadequate, signposting which is common all over the

country. The Highway Code has suddenly accentuated the dangers to which it gives rise.

An Accepted Rule.

It is the problem of the cross-roads. After years of argument and contention the principle has at least been established that where roads cross the traffic on the more important road has priority. Any rule once accepted is better than no rule at all, as used to be the case, and nearly all the traffic experts and veteran road-users heartily approve priority for the major road.

But its success in practice entirely depends on clear and precise indication which of two roads that cross is the more important. Failing that, the rule makes things worse than ever, and away from the trunk roads and by-passes there are literally thousands of intersections where each road is apparently as "major" as the other, and where only local motorists can know which in truth is entitled to priority.

This difficulty was fully discussed by the Royal Commission on Transport. It was decided that the local authority must in each case settle between the rival claims and a special warning sign, the danger triangle within a circle, was adopted to be placed on the minor road short of the intersection.

To signpost all the junctions on first-class roads alone is a big job. Some county councils have set about it with vigour; others, less alive to its importance, or less able to meet the expense, are being constantly stimulated, and, if necessary, assisted by the R.A.C.

The "Major" Road.

Now the Highway Code is in force and the job is scarcely half done. Driving on a Surrey Road recently I approached a cross-roads at the same time as a car coming from the left. We each saw the other long before the roads met. We each thought our road was the "major," and expected every moment to see the other slow down. Luckily we both had commonsense enough to be driving cautiously because of the crossing, as the Code directs, otherwise there would have been a smash.

I took the opportunity to examine that crossing. Each of the four roads bore the ordinary cross-roads-ahead sign, and it was impossible to tell which, if any, was the more important. But actually the ordinary cross-roads sign means now that that road is a "major" road; if a "minor" road it would, or rather should, have the triangle-in-circle sign.

Had we smashed each other up we could have pointed to the signposts as evidence we were within our rights in expecting the other to give way. There are hundreds of similar intersections, and they will all be dangerous until they are signposted as the Code now makes it essential they should be. Until then the wise policy, if there is the smallest possibility of doubt, is to forget about major and minor roads and concentrate on the final words of that section of the Code: "Always keep a sharp look-out and drive cautiously at cross-roads and junctions."

Motorists in the Metropolitan area are advised that of the hundred-and-one new "offences" created by the Road Traffic Act and its supplementary regulations, the police in certain districts are particularly interested at the moment in the one relating to excessive noise.

Not only motor-cyclists are being summoned for this offence. Car-owners are also liable to be charged—apparently if a constable thinks the vehicle noisy. In a recent case in one of the western suburbs, successfully defended by the A.A., an ordinary specimen of a standard family car was the subject of the summons, and only the evidence of an expert engineer that the silencer was as efficient as

STREAM-LINED.

Kaye Don Collaborates in Design.

An altogether new and exceptionally handsome car has been produced by the Singer Co. of Coventry. Mr. Kaye Don, the famous racing motorist, working in conjunction with the company's Artist-Engineer, is responsible for the design and the car is known as the Kaye Don Singer Six Saloon.

The overhead-valve engine has dimensions of 65.5 x 95 mm., with a cubic capacity of 1020 c.c. and Treasury rating of 15.9 h.p. A four-speed gear-box is built in unit with the engine, and the clutch is of the single dry-plate type. Marles steering is employed and the brakes are operated by Dewandre vacuum servo motor.

The new Singer is definitely not intended for racing purposes, but it has been built with the degree of precision which racing necessitates. As a full sized saloon it is capable of speeds approaching 70 miles per hour.

The bodywork is particularly interesting, for it is stream-lined wherever possible and, whilst being in no way freakish, is of altogether new appearance. A sloping "V" shaped screen is used and the visor sweep is rounded off neatly. The same sweep is carried out on the radiator nose, the filler cap being found beneath the bonnet.

The artist has taken for his symbol a cascade of water, which is represented on the radiator by triple curved lines extending from the top down the central strip, and this three-rib motif is employed throughout the car. All the curves in the bodywork, indeed, are of the same "family" and the result is striking and at the same time most pleasing to the eye.

Appearance, however, has been combined with utility throughout. The front wings, for instance, are exceptionally attractive, but they have also been designed with a view to increased efficiency. They extend in a graceful curve from the forward peak to the dumb-irons, thus concealing the brake drums, stub axles, etc. At the same time they create a partial vacuum, so that mud thrown up by the wheels is restrained until it drops back on to the road, instead of being forced out—and so on to the sides of the body.

The trimming is in best quality furniture hide, and both front and rear seats have concealed arm rests. Interior visors, adjustable for position, are fitted and finger tip control is employed. Triplex glass is fitted throughout and the rear screen is of unusual design; it is made in three parts and can be opened to improve ventilation.

The Singer Company employ an Artist-Engineer, working in a spacious studio of his own, and the foresight shown in the establishment of this department has been justified by the new Kaye Don model. The bodywork of the car is, of course, coach built, all the panels being of aluminium.

When now got the case dismissed.

Fire Protection Law.
I do not wish to be always harping on the multitudinous enactments with which we are now beset, but many owners, especially new ones, are still unaware of their obligations to provide protection against fire in their garages, and so they run the risk of being fined.

This is not new; it has been the law now for over a year that in any place where petrol is stored fire-extinguishing apparatus or a supply of sand must be kept. A garage which houses a car with petrol in the tank is a petrol storage place within the meaning of the Act, but if you only carry petrol in the tank, and do not store any additional supply the law is satisfied if you fit an extinguisher on the car. That, of course, is a far more useful place to put the extinguisher than to leave it hanging in a corner of the garage.

WEST END SCENE.

Earl's Nephew in Car Crash Charge.

A nephew of the Earl of Rosebery, Charles Robert Archibald Grant, aged 27, of Epsom, was alleged, at Marlborough Street, to have driven a sports car in Cambridge Circus, W., at 40 miles per hour and crashed into a taxicab, injuring a passenger.

He was charged before Mr. R. E. Dummott, with driving a car on March 26, while under the influence of drink, to such an extent as to be incapable of having proper control and with dangerous driving in Shaftsbury Avenue.

Mr. Tristram Beresford, for Grant, said he elected to go for trial.

Mr. F. E. Barker, who prosecuted, stated that Grant drove along Shaftsbury Avenue, turned round in front of the Palace Theatre, crashed into a taxicab, and knocked it on to the pavement, injuring a passenger and seriously damaging the cab.

Although people shouted, Grant did not stop, but continued to go round the Circus. On the north side a police officer, on point duty, who called on Grant to stop, had to jump out of the way to avoid being knocked down.

A pedestrian called on Grant to stop, and jumped on the running-board. Eventually Grant stopped in Stacey Street. He got out of his car, and Police officers came to the conclusion that he was drunk.

P.C. Cartney, having described the scene in Cambridge Circus, said that when Grant got out of the car he had to hold on to the side to prevent himself falling.

Cross-examined, the officer stated that he did not know Grant was lame.

The taxi driver, Edward John Starling, said that as a result of the collision his steering gear was broken.

Herbert Stow, a porter, stated that police whistles were being blown and a crowd of people were running after the car.

"As the car swerved," said Stow, "I jumped on to the running-board and shouted to Grant: 'Put your brakes on or you will be killing someone.' I thought it was a smash and grab raid."

A remand on bail was ordered.

"DRAIN-FLUSH-RE-FILL."


The motorist to-day has been so well educated as to the desirability of draining the used oil from his crankcase and replenishing with fresh oil that the phrase "Drain, Flush and Re-Fill" has almost passed into everyday use.

In many cases, however, the benefit derived from the insertion of fresh oil is to a large degree marred by inefficient flushing. At one time it was believed that the best way of flushing was to swirl paraffin through the engine, in order to remove sludge and dirt from the oil-passages and interior of the crankcase.

It is now known, however, that although it may remove foreign matter, paraffin itself has a detrimental effect on the engine. For one thing, it actually rusts the metal; for another, it tends to clog the small oil-ways, etc., and to prevent the new oil from entering them. The resulting damage, of course, is incalculable.

The failure of paraffin to perform the work has led to the introduction of a fluid known as flushing oil. Various makes of this are available, and most garages keep it in bulk for use on customers' cars; one firm, also, for the convenience of owner drivers, is retailing it in tins.

To use a flushing oil, drain the crankcase—when the engine is warm so that the oil flows more readily—and replace the plug. Four in the necessary quantity of



THE MARK OF SAFEGUARD TO YOUR Motor Cycles & Bicycles.

Apply to the Agents
SINCERE'S

COACH'S 53 M.P.H.

Bench Urge Provision of Speedometers.

"The Bench are of the opinion that your employers ought to provide you with speedometers and that there should be a greater elasticity in the time-tables," said the Chairman (Lieutenant-Colonel Hepworth) at Kingston in imposing fines of £2 on two motor-coach drivers, employed by the Green Lines Motor Company, for exceeding the 30 miles an hour speed limit for motor-coaches on the Portsmouth road at Esher and Cobham.

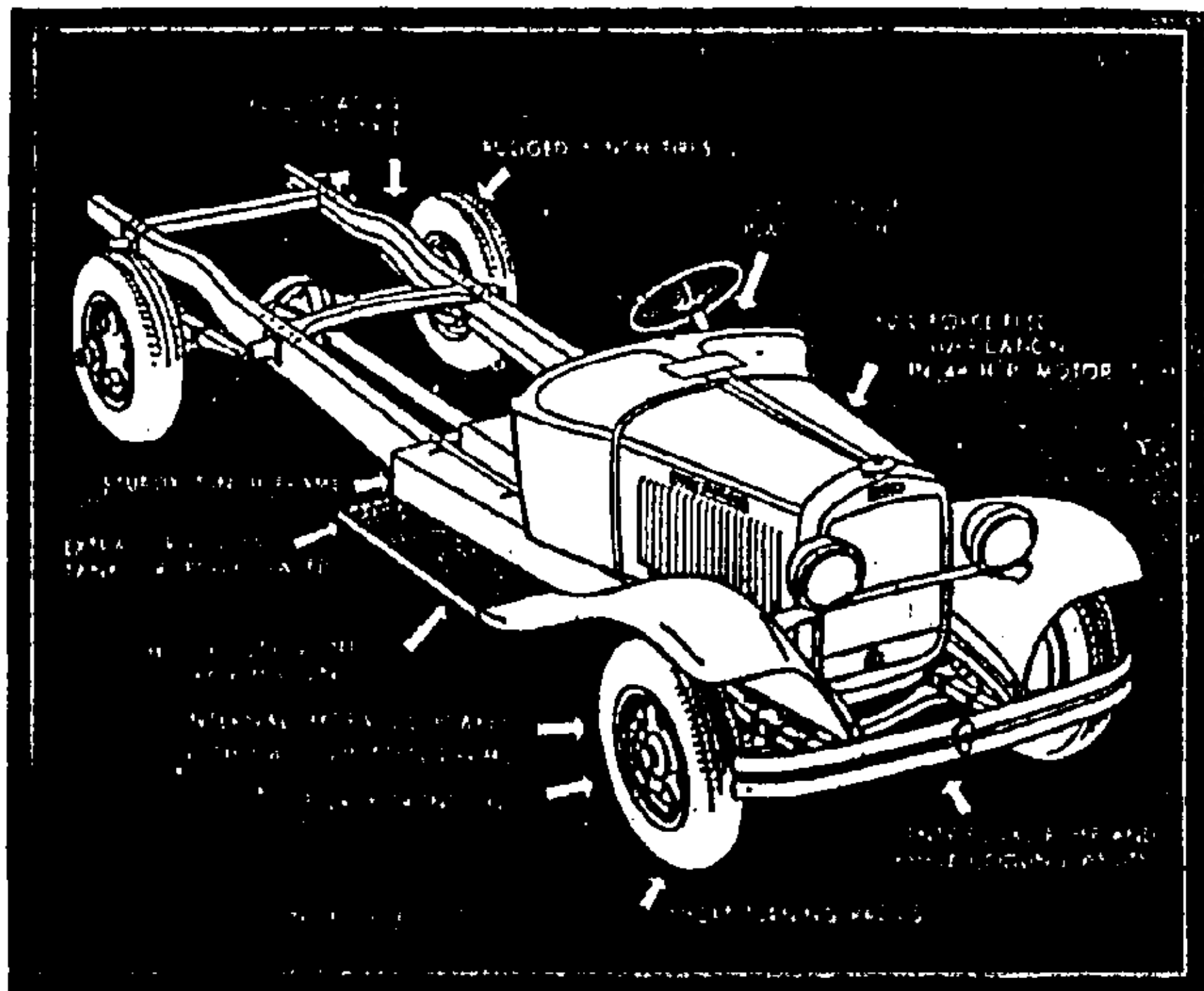
In the first case William Henry King, of Alexandra Road, Addlestone, was stated by Inspector Dibley, Surrey Constabulary, to have driven his coach (carrying 30 passengers) at a speed of over 41 miles an hour at Esher, at a time when there was a considerable amount of traffic on the main road. When stopped and told his speed, he replied: "It is very awkward without a speedometer."

King told the Bench that by their timetables drivers were allowed only an hour and 18 minutes for the journey between London and Byfleet, and they often lost 10 minutes of that time at Oxford Circus. When there was a lot of traffic about an hour and 28 minutes was allowed for the 20 miles journey. If they were behind time on the journey the loss was deducted from their meal time.

In the second case, John Ernest George Butler, of Onslow Village, Guildford, another of the Green Lines Motor Coach Company's drivers, was stated to have driven at a speed of over 40 miles an hour at the Fairmile at Cobham. A police witness said that he followed in a police motorcar, and at one portion of the journey the speed of the coach driven by Butler was over 53 miles an hour. After being overtaken at Esher and told his speed, Butler replied: "I had no speedometer."

flushing oil and start up the engine, allowing it to idle for a short time; this will do no harm for the flushing oil is a lubricant as well as a cleanser. Then drain the sump once more and the engine will be spotlessly clean and ready for the new lubricant.

ARRIVING SHORTLY
A NEW LOW PRICE
DODGE
STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

SOUTH CHINA MOTOR CAR CO.

Tel. 25644.

33, Des Voeux Road Central.

Tel. 25644.

NEW CHEVROLET.

Re-Designed Clutch:
Stronger Crankshaft.

Tasteful re-designing of the body, particularly at the front end and the lengthening of the wheelbase from 107 inches to 109 inches, with a number of mechanical alterations to increase the usefulness of the vehicle marks the 1931 Chevrolet quality line.

The key-note of the changes was observed by a special representative who visited the palatial show-rooms of the Singapore Agents, the Borneo-Chevrolet Ltd., on the occasion of the opening display.

In producing the 1931 Chevrolet the single purpose has been to make a car of such quality and refinement that its superiority will be plainly visible. Each year has marked a definite advance in the Chevrolet car but 1931 incorporates improvements quite beyond the expectations of everybody.

The new models offer a maximum comfort for their size and weight with a compactness that makes a flexible, easily handled conveyance.

Three Models.

The new range for 1931 includes three standard models. The Sport Phaeton, the Special Sedan and the de Luxe Roadster. The Phaeton has as standard equipment five wire wheels, with the spare mounted in the fender well, luggage carrier and bumpers, chromium plated headlamps and head lamp tie bar, chromium plated cowl lamps, windshield and side pillars. The de Luxe Roadster and Special Sedan in addition to the above equipment come with a chromium plated radiator grill and six wire wheels.

Numerous changes and improvements derived from experience in building over 2,000,000 units of the Chevrolet six have been incorporated in the 1931 series.

Fundamentally the new models embody the same basic features which have enabled the Chevrolet Six to achieve a popularity exceeding the Chevrolet former four cylinder model and four times as great as many other six cylinder cars ever produced.

However, the many improvements and refinements which have been made this year definitely increase the smartness, performance, safety and durability of the entire production.

Longer Wheelbase.

The wheelbase has been lengthened two inches. The Fisher bodies are larger, roomier and greatly improved in upholstery and general finish. The front compartment has been fully insulated. Steering has been made easier and the transmission operates quietly and with greater smoothness. Rustless chromium plate has been used generously on exposed bright parts.

Lengthening the wheelbase to 109 inches has enabled Fisher engineers greatly to improve the beauty of the Chevrolet bodies. The car presents a lower, longer, better balanced silhouette. Better proportion and further streamlining of the roof endow Chevrolet with the finest lines in the Chevrolet history. The car has character and distinction never before achieved in the low price class. The general ensemble is striking, smart and Chevrolet's eye appeal is bound to win a host of new friends during the coming year.

The bonnet is longer with a higher crown in the upper panels. The side hood hinges have been raised to coincide with the body moulding and this moulding is continued on through the bonnet at the hinge

line, the moulding being so designed that it conceals the hinges.

Better Vision.

An outstanding feature of the new bodies is the better vision made possible from the driver's seat by slightly lowering the seat and raising the header bar which runs across the top of the windshield. A further aid to clear vision for the driver is the new narrow stamped pillar at the end of the windshield which augments the safety provisions of the bar. All body mouldings are pressed integral with the body panels, thus eliminating all separately applied mouldings with their consequent difficulties. The drip moulding also is pressed integral with the roof panels. This method of construction eliminates the inevitable rust streaks and chipping of paint which result when the moulding is separately applied.

An improved rear end appearance is achieved by a newly designed panel concealing the rear cross member and the petrol tank. The black enameled panel is set off by a large chrome plated filler cap on the tank.

The Touring car this year comes equipped with carpet mat on the floor of the rear compartment, a foot rest and a very attractive robe strap, covered with the same material as the trim. The trim itself is of the finest, quality imitation leather material and is fluted. The seats and cushions are well padded to provide extra comfort for the passengers.

Many improvements have been made in the engine and chassis of the new model. The new famous valve in head six cylinder engine which Chevrolet introduced in 1928 is retained in the new car in all its fundamentals although it has been refined for greater rigidity, smoothness and durability.

The strength of the crankshaft has been increased by the addition of metal in the short arms which results in greater engine smoothness. The harmonic balancer, added during the 1930 season, has been simplified in design for the more effective damping of vibration at the critical speed of the crankshaft.

Other improvements in the engine include a re-designed clutch housing with the closure at the bottom effected through three separately removable pieces instead of one for easier access for adjustment or inspection and cooler running. A new rubber cover over the carburettor accelerator pump excludes water from the pump cylinder. A new leak-proof valve rocker cover for the top of the engine, greater pressure of piston rings against the cylinder walls to assure more effective sealing against leaks, re-designed valve push rods with the spherical socket made integral with the rod to eliminate the extra joint with its consequent possibility of wear and noise and improved water pump for greater durability, valve springs of variable pitch, assuring tight closure of valves and elimination of spring vibration, a copper mesh air cleaner and flame arrester instead of a centrifugal cleaner and a new type of crankcase ventilator, combined with the oil filler and provided with an oil separator which drains off engine fumes through the underpan instead of through the carburettor as formerly.

Refinements in design contribute materially to smoother operation and longer life of the clutch. Moulded clutch facings replace the woven type, the clutch pilot bearing instead of a bronze bushing and a spherical pivot replaces the yoke bracket and pin at the clutch fork mounting.

The cumulative effect of the improvements in the new model, which extend to every fundamental part of the chassis and body mean a safer, longer lasting, better performing and a very much smarter car.

AMBULANCES.

A Hospital's Transport
Fleet.

The numerous incidental activities of a Hospital are usually overlooked by the general public, greater attention of necessity being paid to the humane work which is being carried on.

It may, therefore, be a surprise to many people to know that there is only one hospital in existence which possesses its own transport fleet. This is the Seamen's Hospital Society, whose head branch is at Greenwich, but who control seven other hospitals which deal with over 33,000 patients of at least 68 nationalities every year.

It is said that at the Seamen's Hospital for tropical diseases in London, no sailor is surprised to meet an acquaintance whom he expected to be at the other end of the world, and this serves to show how universal are the activities of this remarkable hospital.

As already indicated, the Seamen's Hospital operate a small fleet of motor vehicles, one fitted with an ambulance body, another with a laundry van body and yet another which is used as a runabout van. The first three cars are Guy vehicles which were delivered in 1923, whilst the runabout van is an Austin 12 h.p. vehicle, delivered in 1924.

Three drivers are regularly employed and carry out between them all the necessary work, including running repairs. A proof of the efficiency of the drivers and of the vehicles is furnished by the fact that although the four vehicles cover an aggregate mileage of over 24,000 in a year, the total all-in cost is under £1,000, whereas the contract rate for hiring one ambulance is often as much as £500 over a similar period.

It is interesting, as illustrative of the work these ambulances do, that on a recent occasion when there was a serious outbreak of Malaria on an incoming P. & O. boat, 26 patients were successfully collected from the Albert Docks and placed safely in bed at the Dreadnought Hospital, within the space of one and a half hours. In addition to working with the London Docks the ambulances are also called upon to take off patients at Tilbury. The laundry van is continually running between the branch of the Albert Dock Hospital, where the laundry is situated and the seven other branches, whilst the vans are engaged in transporting food from one branch to another.

THREE GENERATIONS.

Pre-war commercial vehicles are becoming rare, and it is rather handsome compliment to any manufacturer to be informed that a vehicle of pre-war vintage is still going strong, and is fit for yet another year or two's service.

There is, however, a surprisingly large number of old Leylands in service, and quite a large proportion of these are Overseas, where conditions are admittedly against longevity.

The Pretoria Municipality, who recently ordered a fleet of the latest type of Leyland Lioness, have three generations of Leylands in service, the first being a 1912 type 50-cwt. which is used as a tower wagon; the second, a 1921 type omnibus, and the third, a 1931 type Lioness omnibus. These three vehicles were recently photographed together, and it is rather interesting to compare the changes that have taken place in the design of commercial vehicles during the last two decades.

STORY OF TRIPLEX.

Glass Compulsory on
Windcreens.

Hidden away amongst the multitude of wordy clauses in the Regulations concerning the Construction and Use of Motor Vehicles, issued by the Ministry of Transport in Great Britain recently, is one which makes safety-glass compulsory on the windcreens and front windows of all vehicles, except the top decks of buses.

Motorists may be forgiven if they have not noticed this clause, because for several years now Tripex has been a commonplace on private cars and to-day the phrase "Tripex all round" is a sine qua non of even the cheapest motor car specification.

The story behind this state of affairs is an exceptionally interesting one. It was in 1912 that Mr. Reginald Delpach introduced safety-glass to Britain and founded the Tripex Safety Glass Company. He had an uphill fight, however, for the open car was the order of the day and saloons were almost unknown.

Then came the war, and the demand for Tripex for the Navy, Army, Air Force and even ammunition factories, was enormous. By 1918 the output had risen to an annual rate of approximately 120,000 square feet, but after the Armistice it naturally declined. The growth of the closed type of car augured well for the future, but recovery was confessedly slow. Then, on March 31, 1927, Mr. Henry Ford had a motor accident. Mr. Delpach called him in hospital, as follows:—"Regret to hear of your accident. Trust you have not been out by broken glass. Fit Tripex and be safe. Tripex, London."

Now, Mr. Henry Ford has never been slow to appreciate the possibilities of a new proposition. Seven months later he signed a contract for the standardisation of Tripex on all Ford cars in America. Within a few months it was obtainable as a standard extra on many of the more important British makes. The tide had turned. It

AUTOMATIC JACK.

Operated from Inside
Car.

An automatic jack, which is operated from the driver's seat, made its appearance on the French market recently. It consists of two pairs of telescopic hydraulic jacks attached to the front and rear axles, and operated by a pump put into motion by means of the vacuum in the intake pipe. The four jacks are comparatively small cylinders, attached to the axles by means of clips, in somewhat the same way as springs are attached, and, when closed are usually several inches higher than the lowest part of the chassis. The induction pipe is tapped at a suitable point, and a connection made to a distributor unit, mounted on the dashboard or the instrument board. With the engine throttled down and considerable vacuum existing in the induction pipe, a suction is created in the compressor mounted on some suitable part of the chassis, and the oil is delivered to the pump and sent under pressure to the four jacks.

could not be long before some manufacturers fitted it as standard. In actual fact the first British concern to do so on all models was the Riley Company in October, 1928.

Other manufacturers followed suit, and the result was soon such a demand for Tripex that the old works at Willenden were unable to cope with it and great new works at King's Norton were purchased and equipped. To-day there is hardly a make of car on the market that has not "Tripex all round" in the standard specification. In 1930 the output was approximately 2,000,000 square feet.

After eighteen years of uphill fight, safety glass has been recognised by legislators and is made compulsory. This is possibly the greatest tribute that has ever been paid to a single manufacturer, and it may fairly be claimed that Mr. Delpach has done more than any single man in this country to promote the safety of the motoring public.

MORE CAR RECORDS

British Triumph at
Monthlery.

Following closely upon Captain Campbell's wonderful all-British feat at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain.

On a track strewn with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car.

The record attempt was run on the Monthlery track within a few miles of Paris, and the car was a 10 h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Brewster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

Nevertheless, the little all-British Singer obtained world's records in Class F, covering 4,000 kilometres at 55.8 m.p.h. and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running.

Cabing their progress, Mr. Eyston outlined the difficulties he and his fellow drivers were experiencing. The gales were so strong that the car was several times nearly blown off the track, whilst many of the hurricane lamps used to illuminate the concrete oval at night were blown to pieces. The cold was intense, and to make matters worse the track became ice-bound.

"Never experienced such arduous conditions. Heavy snow storm, but car running splendidly," ran one of Mr. Eyston's cables. But eventually the weather became so bad that it was necessary to give up the three-day attempt, although only four more hours' driving were required.

The feat is all the more meritorious in view of the fact that the car used was not a specially prepared racing model, but a normal saloon, not stripped in any way, and having a full catalogue specification.

4 MORE RECORDS.

M. G. Midget Exceeds
103 M.P.H.

When "Baby" cars were first marketed a few years ago, their staunchest adherents would scarcely have prophesied that by 1931 they would be capable of records. Yet that they are so capable has just been proved at the Monthlery track, near Paris.

Driving an M. G. Midget, Mr. G. E. T. Eyston recently broke four world's records at speeds varying from 101.8 to 103.1 m.p.h. He thus has the honour of being the first man to attain 100 m.p.h. on a "Baby" car.

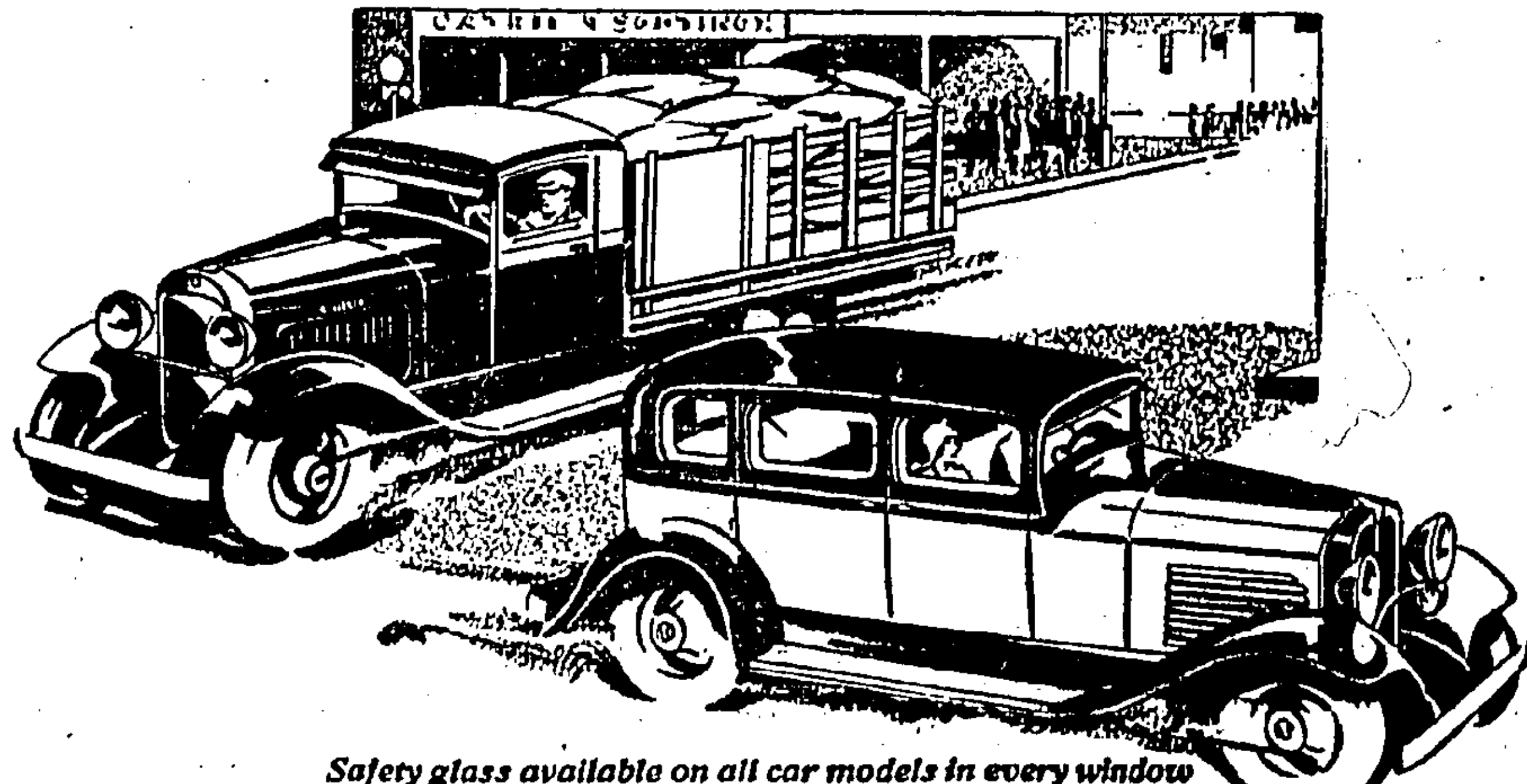
The actual speeds, subject to confirmation, were as follows:—5 kilometres, 103.13 m.p.h.; 5 miles, 102.76 m.p.h.; 10 kilometres, 102.43 m.p.h.; 10 miles, 101.87 m.p.h. The performance is the more remarkable in that, it is stated, the air pressure on the petrol feed caused leaks, so that the driver was forced to use the hand pump continually. Mr. Eyston used Wokefield "Castrol" oil, and the car, which is the property of a private enthusiast, Mr. J. A. Palmes, is the same one with which speeds of from 96 to 97 m.p.h. were attained a few days earlier.

GUY TROLLEY BUSES.

The unprecedented growth which has taken place during the last few months in the use of Electric Trolley Buses to replace Trams can no doubt be attributed to a large extent to the excellent system employed by Guy Motors, Ltd.

Already, in 1931, Guy Motors have received repeat orders from Wolverhampton Corporation for eight six-wheel double-deck trolley buses, from the South Lancashire Transport Co. for twenty six-wheel double-deck trolley buses, whilst other fleets are being put into service in South Africa and Japan.

WORLD'S GREATEST VALUE



Safety glass available on all car models in every window

WILLYS CARS, TRUCKS, BUSES

Sole Distributors for Hong Kong & S. China:
GILMAN & CO., LTD.
Hong Kong Bank Building.

Service Station Garage:
DURO MOTOR CO., LTD.
132, Nathan Road, Kowloon.

WILLYS-OVERLAND FINE MOTOR CARS

BUS ACCOMMODATIONS FOR EVERY PURSE



Class distinction in motor travel is easily maintained in Fox, Morocco. First-class passengers ride in the front half of this Chevrolet bus, second-class passengers occupy the back half while third-class find accommodations on the roof.

CARRIERS' RECORD.

17,000 Miles in Eight Weeks.

Messrs. Watt & Davidson, a firm of Aberdeen carriers, recently decided to run a daily service between Aberdeen and Glasgow, and for this purpose purchased an Albion four-ton Overtype lorry. This machine does the return run once every 24 hours.

Three drivers are employed, No. 1 leaving Aberdeen at 8 p.m. after taking a load of fish on board. This load of fish is delivered in the Glasgow Fish Market at approximately 4.30 a.m. when the new driver takes over and loads at the carrier's quarters with a return load for Aberdeen. The lorry departs from Glasgow at about 9 a.m. and is due in Aberdeen at 4 p.m. where the driver unloads and garages. The third driver then takes over and loads up with fish, drives to Glasgow and delivers his fish load and hands over to No. 1 driver.

During eight weeks the lorry covered 17,660 miles and in spite of the snow-bound condition of the roads between Aberdeen and Glasgow recently no hold-ups had been experienced, and previous to the exceeding heavy weather the owners stated that they had been obtaining over nine miles to the gallon.

LONDON'S PERILS.

Paris Has 795 Fewer People Killed.

The figures of street accidents in London for 1930 are compared with those in Paris for the same period, under the heading "A Record that Paris Does Not Wish to Beat," in the newspaper, "L'Intransigeant."

The figures for London are quoted as 1,398 killed, while in Paris, including the suburbs, it was only 603. From a consideration of the statistics for Paris, it appears that in accidents in which taxicabs have been involved, in only 38 per cent. of cases was it the fault of the taxi-driver, but private motor-car drivers were to blame in more than 60 per cent. of cases.

The most dangerous vehicle is the motor bicycle, and the most innocuous are electric trams, motor-buses and horse-drawn vehicles, whose drivers were to blame in only 25 per cent. of the accidents in which they were involved.

The number of pedestrians killed in Paris during 1930 decreased by 62 as compared with 1929, and it is considered that this desirable result has been attained by the introduction of marked crossing places in the most congested streets.

AROUND THE WORLD

Britons' 221-Day Journey.

On April 24, 1930, two young Britons, Mr. C. E. Shipman and Mr. J. B. Dixon, left Coventry for a tour round the world in a nine-horse-power car—an 18,000-mile journey. The car was equipped with special coach-work, mounted on a chassis standard in every way, except for additional petrol tanks and large road wheel, with rear axle gearing to suit. The coachwork incorporated several items of interest, such as the provision for carrying the very complete tool kit in the doors, commodious and comfortable sleeping accommodation, with mosquito protection, and copper water tanks.

Leaving Liverpool on the liner Duchess of Bedford, the two men landed at Quebec, and proceeded via Toronto, Detroit, Chicago, Omaha, and Salt Lake City, to San Francisco. Here they turned north to Vancouver and British Columbia; south again to Los Angeles and San Diego, and back once more to San Francisco, whence they shipped for New Zealand, via Honolulu and the Fiji Islands.

After touring the North Island they embarked at Wellington for Australia. They landed at Sydney, and drove to Melbourne and Adelaide, which was the starting point for the very gruelling trans-continental trip to Perth. They then took a boat for Sourabaya, toured Java, and crossed from Batavia to Singapore.

The next overland section led them to Penang, whence they shipped for Colombo. After a few days in Ceylon they decided to travel through India. There they were much hindered by swollen streams, which made roads impassable, but once they reached Madras the remainder of the Indian trip was plain sailing, for they enjoyed a non-stop run of 957 miles to Bombay, unofficially breaking the record for this section.

Shipping to Basra, they followed the Tigris Valley to Bagdad, whence they branched off for Teheran, in Persia. They then returned to Bagdad and joined a convoy—most necessary for safety in that part of the world—across the Syrian Desert to Damascus.

From Damascus a good road led them to Beirut, whence they embarked for Brindisi. After touring Italy, France, Austria, Hungary, Germany and Belgium they returned to Britain, reaching London on December 2.

This world tour has created immense interest in each of the many countries which have been traversed. Whilst the two young adventurers must undoubtedly have enjoyed it, it was far from a pleasure trip pure and simple. Appalling surfaces and most arduous conditions have been encountered, and the mileage covered has been enormous—approximately 18,000 miles; yet at the same time the trip has been one of the fastest world tours on record.

ALBIONS v. THE REST.

That Albions have a way of triumphing over circumstances was clearly shown when the two 4-tonners recently purchased by Clyde Cargo Steamers, Ltd., for their "Glasgow-West Highland" road service went out on their acceptance test over "Rest and be Thankful!"

The two chief snags were:—
(1) The "Rest" was covered with deep snow.
(2) The date was Friday, the 13th.

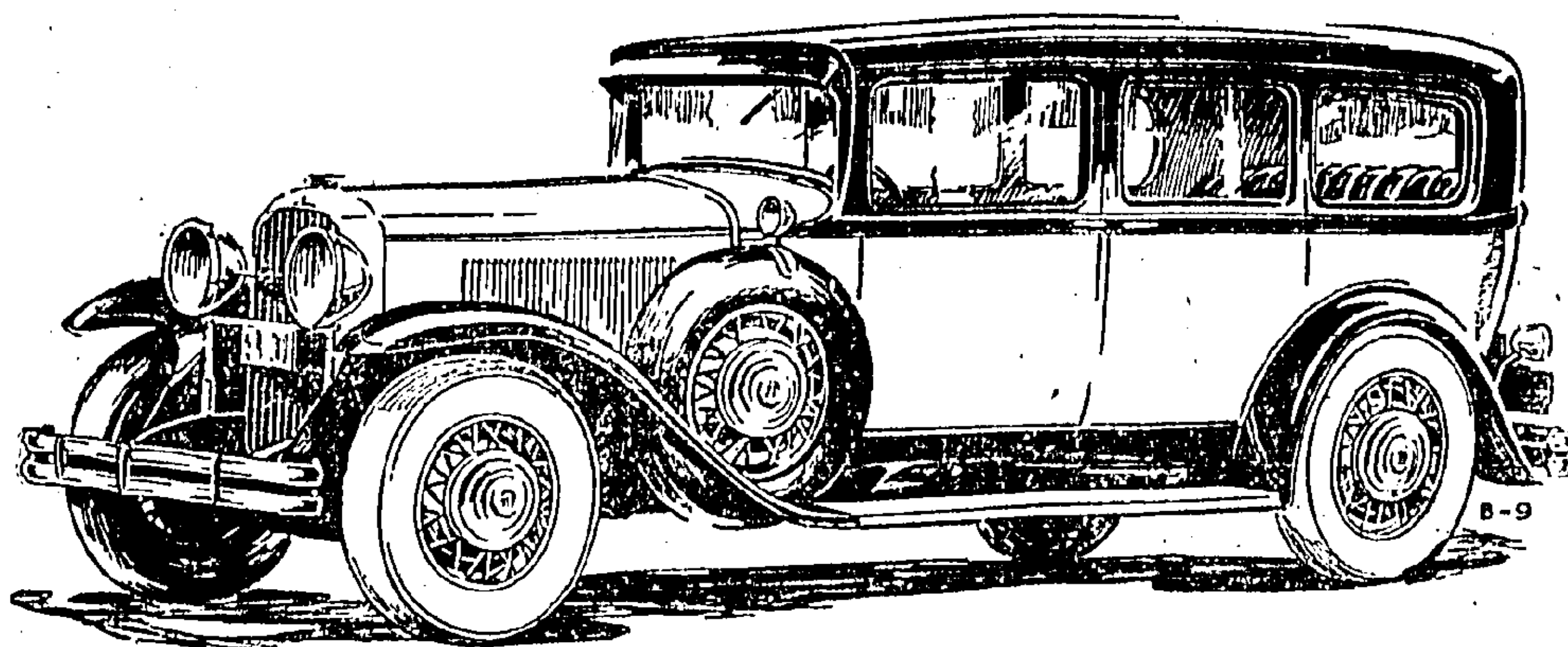
Possibly, however, the snow had something to do with turning "black Friday" into one of a much paler shade, for the only stop was caused by a touring car, the driver of which endeavoured to climb the hill without chains, and after getting up part of the way, began to slip back. The only other car seen on the hill was a small six-wheeler which had stuck completely.

Chains were fitted at the foot of the "Small Rest" and the two Albions with their full loads of test weights, climbed steadily to the top. Needless to say, the representatives of Messrs. Clyde Cargo Steamers, Ltd., were satisfied.

So, in spite of the crookedness of the opposition (for no one could call "the Rest" straight)—Albions were on top.

MUD-SPLASHER FINED.

Pedestrians who received a mud bath when a chauffeur drove his truck through a puddle of water next to the kerbstones in a Berlin street filed a complaint, and the chauffeur was summoned to court. The evidence showed that he had plenty of room to turn out and avoid the puddle, and the court imposed a fine of three marks. Similar decisions have been rendered also by Bavarian courts.



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models	H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models	H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$12,295

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The **BUICK 8**
The Eights with Buick's Prestige

TRAM CONDEMNED.

The Royal Commission on Transport has pronounced its decision on the tramway system as a whole. The tram has been found to be completely out of date as a means of transport, and must be replaced by some "other form of transport."

Naturally enough, the "other form of transport" which has been chosen by Municipalities is the high-powered four-wheel double-deck omnibus, and many of them have already commenced substituting buses for trams.

That Leyland Motors, Limited, are being justly repaid for their foresight in producing the Titan double-decker a few years ago is evident from the large number of orders for this type of vehicle that the company is receiving. At least two-thirds of the British bus operating municipalities use Leyland passenger vehicles, and over half of these use Titans. The latest Corporations to be added to the list of Titan users are:—

Leicester, Hull, St. Helens, Portsmouth; whilst Sheffield has just placed its fifteenth repeat order.

The Titan is also rapidly gaining in popularity amongst private users, and its patented construction, giving extremely low over-all height without sacrificing passenger comfort, enables it to negotiate the low bridges which abound in provinces.

Well over 100 of the principal bus companies are now satisfied users of the Titan.

DUST AND DAMAGE.

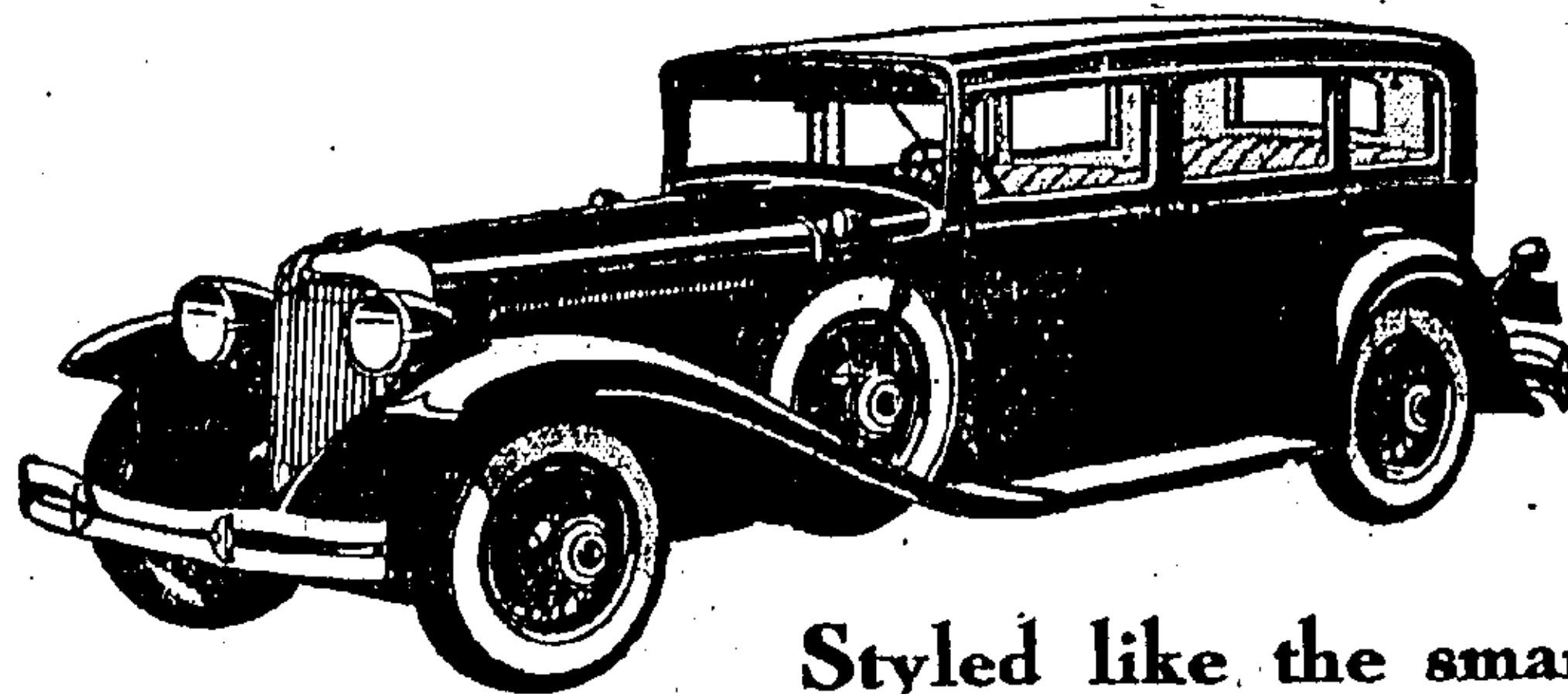
Dust and mud, of course, are the bane of the motorist who takes a pride in his car's appearance. The work of hours' washing and polishing may be ruined in an afternoon, and once again he must resort to hosepipe or patent cleaner.

Let him take heart, though. If dust is annoying and troublesome to him, it is far more so to those who make his safety glass. He, at least, can wash it off, but if a speck of dust gets into the glass-celluloid sandwich of his Triplex during manufacture, that pane of glass, with all its cost of labour, is scrapped!

The "heart" of a piece of Triplex is undoubtedly the very purest thing in the world. It is washed, scrubbed and "purified" continually throughout its manufacture and is also rigidly examined by experts from time to time. These experts do not mind exterior finger-prints; they concern themselves with the cleanliness of the innermost parts. Water can wash the outside of the glass, but all the skill in the world cannot remove interior blemishes. For this reason, of course, the Triplex factory is essence of cleanliness.

ARRIVING SHORTLY
SEE THIS CAR BEFORE YOU BUY

AN ENTIRELY
NEW
CHRYSLER SIX



Styled like the smart
Chrysler Eights—a Big Car—with Big Power

Chrysler has news for you.

A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

THE NATIONAL MOTOR CAR CO.

484 - 486, QUEEN'S ROAD, WEST.

TEL. 25674.

BUYERS' GUIDE

MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitta's Motor Auctions, Cameron Road, Kowloon.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.

FIAT.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD.—Wallace Harper & Co., Ltd.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

PEPESMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road, Tel. 20406.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

AUCTIONS.—Hong Kong Used Cars Co., Cameron Road, Kowloon.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

FIAT.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

S.P.A.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.

U.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. Co. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley & Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.

WHITTA'S MOTOR AUCTIONS.—Cameron Road, Kowloon. Next to Peninsula Garage.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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Hongkong Sunday Herald.

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EMPIRE DAY.

Big Celebrations
in London.

LORD MEATH'S MEMORY.

Rugby, Yesterday.
In spite of indications of weather forecasts that it will be a rainy week-end Empire Day, which falls on Whit-Sunday this year, will include a big demonstration this afternoon in Hyde Park, in which the massed bands of the Brigade of Guards and of special choir will lead community singing, including Sir Edward Elgar's "Land of Hope and Glory" which the composer will himself conduct.

The movement will be headed by the Duke of Connaught, and has been set on foot to erect a memorial window in St. Paul's Cathedral, and a Memorial in Hyde Park as a tribute to the founder of Empire Day, Lord Meath.—British Wireless Service.

Official Greetings.

The following annual message of greeting by Earl Jellicoe, President of the Empire Day Movement, has been issued through the office of the Colonial Secretary:—

"The great honour of succeeding the late Earl of Meath as President of the Empire Day Movement has fallen to my lot, and following his example I send you greetings on the occasion of Empire Day.

"The spirit in which the celebration of May 24 was founded was never more necessary than to-day, when the British Empire is confronted with most difficult and weighty problems, and it is my earnest hope that the people of the Empire will face those problems with true sympathy and comradeship.

"We have a vast responsibility; the greatest Empire the world has ever known has been handed down to us by our forefathers. It is an Empire which stands for all that is good in the modern world. Let us be worthy of our destiny."

JELICOE,
A. F.
London.

SUN FO'S MISSION.

Going to Canton with
Peaceful Proposals.

NANKING APPROVES?

Shanghai, Yesterday.
It is disclosed that Sun Fo is carrying to Canton definite proposals for a peaceful settlement of the political situation, and a feeling of optimism prevails here regarding the outcome of his mission.

Before departing from Shanghai Sun Fo had a conference with several of the "elder statesmen," at which it was suggested that a good deal of friction was avoidable by putting Party and Government affairs under entirely separate administrations—a suggestion which Nanking is reported to approve.—Reuter.

[A cable from Shanghai, received on Friday, stated:—
Mr. Sun Fo, accompanied by Mr. Eugene Chen, left for Hong Kong to-day by the Asama Maru. Reliable circles declare that they are proceeding to Canton in order openly to join the rebel movement there.

The Asama Maru was to have arrived at 7 a.m., yesterday, but a communication from the local office of the N.Y.K. states that the vessel was held up by fog and would be unable to make port until 6 o'clock this morning.]

Old-Timers to Talk.

Nanking, Yesterday.
An important peace move was made last night by the famous statesman Wu Tze-hui, who, following a lengthy conference with Chiang Kai-shek at Tangshan, telegraphed to Ku Ying-fen stating that Chang Chi, the Vice-President of the Judicial Yuan, was proceeding to Canton immediately to "talk over matters" with Wu Tze-hui who has considerable influence in political circles and is an ardent advocate of peace.

It is announced that the Nanking-Berlin air mail service is being formally inaugurated on May 29.—Reuter.

PARLIAMENT.

Question of Suez Canal
Charges.

GOVERNMENT'S POWERS.

Rugby, Friday.
The House of Commons adjourned to-day for the Whitsuntide recess. The session will be resumed on June 2. Questions raised on a motion for adjournment included that of the Suez Canal dues.

Replying to the suggestion that the Government should, through the British Directors, press for a revision of the high transit charges against which the Foreign Secretary had received protests from six maritime Powers of Europe, Mr. W. R. Smith stated that Government had no direct voice in the Company's administration and had no authority to demand what might be desirable in the interests of shipowners and commerce generally. Within the limits of their powers and opportunities the Government had done everything possible to help in the direction suggested.—British Wireless Service.

TO QUIT CHINA.

Work of Archaeologist
Stopped.

EXPEDITION ABANDONED.

Peking, Yesterday.
In response to repeated petitions from the Society for the Preser-

FAIR TO SHOWERY.

The Royal Observatory's weather report last night:

The Northern depression is central to the South of Hokkaido.

The Southern depression is central to the N.W. of Hanoi. Local forecast:—S.W. or variable winds, moderate to light, fair to showery.

tion of Ancient Relics, which has been agitating since last year for the expulsion of Sir Aurel Stein, the Governor of Sinkiang province has ordered the noted Archaeologist to leave the province.

It is learned that Sir Aurel Stein accordingly started for Home from Sinkiang on May 18, abandoning his scientific expedition whose work has been hampered lately by the Sinkiang authorities.—Reuter.

COTTON FOR INDIA.

Huge Decline Shown
in Exports.

CHINA TRADE IMPROVING.

London, Yesterday.
A huge decline of 338,445,000 square yards in the exports of cotton goods from the United Kingdom to British India is shown in the Board of Trade statement that only 139,917,000 were exported in the first four months of 1931, compared with 478,362,000 in the same period in 1930.

On the other hand exports of cotton goods to China, including Hong Kong, increased from 86,891,000 to 42,887,000 in the same period.—Reuter.

TEXTILE MERGER.

To Avoid Waste in Our
Foreign Competition.

CAPITAL OF £7,000,000.

Rugby, Friday.
The terms of the members for six of the leading Lancashire textile machinery manufacturing concerns with a total issued capital of over £7,000,000, have been prepared by Sir Gilbert Garnsey, Accountant, and the Directors will shortly submit proposals to shareholders and recommend their acceptance.

The object of the grouping scheme is to eliminate wasteful competition in meeting foreign competition.—British Wireless Service.

LEAGUE OF NATIONS.

How Not to Get
Along.

TROUBLES OF TARIFFS.

New York, Yesterday.
A survey undertaken by the Tariff Commission at the request of the State Department indicates nearly seven hundred million dollars of imports into the United States.

Many were affected by the exclusion of products of forced or indentured labour under the provision of the Smoot-Hawley Tariff Act effective on January 1.

According to the New York Herald Tribune, the Commission has studied labour conditions all over the world and an effort has been made to list every possible commodity includable in a sweeping ban.

Rubber imports from Malaya which totalled 138 million dollars in 1928, may be excluded in accordance with the Treasury Department's interpretation of the law, because Malaya is reported to employ and contract labour with penal sanction.

Similar imports from Java and other of the East Indies islands are also listed as possibly affected.

Tariff Commission further announces an experiment with this system, doubtless to involve serious administrative difficulties, and international complications.—Reuter's American Service.

BRITAIN AND INDIA.

Still Seeking a
Solution.

WORK TO BE RESUMED.

Rugby, Yesterday.
The date and other arrangements in connection with the resumption of the work of the Federal Structure Committee of the Indian Round Table Conference is still the subject of consideration between the Secretary for India, Mr. Wedgwood Benn, and the Viceroy of India, Lord Willingdon.

Every effort is being made to meet the convenience of the delegates from India, with whom the Viceroy is in correspondence. The results of his enquiries will be communicated to London as soon as they are complete.—British Wireless Service.

Gandhi's Next Move.

Nainital, Yesterday.
It is now practically certain that Gandhi will not attend that important section of the Round Table Conference, known as the Federal Structure Committee, in London on June 29, though it is still possible that he will go to London for the more formal proceedings of the full conference in September.

Famous Indian Dead.

Lucknow, Yesterday.
The death has occurred of Sir Mohammad Ali Mohammad Khan President of the All-India Muslim League.—Reuter.

HAPPINESS AT LAST!

Manchester Conference
Agreement.

QUANDARIES SOLVED.

Rugby, Yesterday.
An agreement was reached at a meeting in Manchester yesterday of the Chemical Trade Joint Industrial Council as to wage reduction. The agreement which affects more than 80,000 workers, provided that the standard rate in federated works for day labourers should be reduced to 1/- per hour, and that of shift men to 1/11d. per hour.

Men receiving rates more than the respective minimum will suffer equal reductions, and piece workers will be asked to accept a reduction of five per cent.

The employers' representative, in announcing the agreement, said that both sides to the negotiations had evinced the keenest desire to make the best of an admittedly difficult position.—British Wireless Service.

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